AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 30.] SATURDAY, JULY 26, 1873. [WHOLE No. 1,944, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Brooklyn Rapid Transit Company.....933
Philadelphia and Reading Railroad 933
The Mineral Springs of Virginia.....933
Analysis of Anthracite Coal.....934
Cincinnati, Hamilton and Dayton Railroad ...934
Railroads of the State of Pennsylvania.....936
Railroad Earnings 938
City Passenger Railroad Share and Bond Lists.939
Federal and State Securities 941
Dividend and Interest Tables 940, 942
Railroad Share List.....950
Stock Exchange and Money Market.....957
Journal of Railroad Law.....960
Virginia Railroads.....961
Commerce of New York 963

American Railroad Journal.

New York, Saturday, July 26, 1873.

Brooklyn Rapid Transit Company.

About two years ago a charter was obtained from the Legislature organizing the Brooklyn Rapid Transit Company, and defining the province of the same. One year ago the charter was altered and amended so that the company might have further privileges. Since that time the arrangements for carrying out the enterprise have been quietly progressing. The capital stock of the company, by the terms of the charter, is $5,000,000, with power to increase to $7,000,000. Of this stock $500,000 are already taken, and upon this $500,000 ten per cent—$50,000—has been paid in. The officers of the company are as follows: S. B. Chittenden, President; Mr. William R. Shelden, Secretary; John T. Martin, Treasurer. The committee on organization consists of Messrs. Chittenden, Turner and Taylor, and the office of the company is in Montague street, in the Mercantile Library building. The incorporators of the company were Messrs. J. S. T. Stranahan, Alexander McCue, Edward W. Fiske, Demas Barnes, Thomas Sullivan, Jacob L. Bergen, John W. Prentice, John T. Martin, William Richardson, Samuel H. Many, Felix Campbell, Robert Turner and Archibald M. Bliss. The directors for, 1873 are S. B. Chittenden, John T. Martin, H. B. Claffin, Robert Turner, Robert S. Bassing, E. C. Litchfield, W. E. Dodge, J. R. Shippard, W. Newton Adams, Gilliam Schenck, Henry W. Sage, John Lefferts, J. N. Smith, W. H. Taylor and Ditmas Jewell. The surveys for the work are now being made, and have been in progress for some two weeks. It is believed they will be completed in a month or six weeks.

The object of this survey is to get an idea of the probable route, not to absolutely determine it, as well as to see where tunnels will need to be made and where bridges will have to be erected.

It is not at all certain what the route will be, but it is intended to begin at a point in Washington street near where the bridge will pour forth its living stream of travel, from thence to or near Boerum place, and up Schermerhorn street to the junction of Flatbush, Fourth and Atlantic avenues. From there it is contemplated to make two branches—one in the direction of East New York and another towards Coney Island, the latter probably via Butler street or some adjacent avenue. —*N. H. Herald.*

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.

No. 20 Wall Street, New York.

☞ Business on the Milwaukee and Northern Railway is increasing at a very rapid rate since the extension of the line to Green Bay.

Philadelphia and Reading Railroad.

The Pottsville *Miners' Journal* says that this company have opened a new branch of their road between Philadelphia and Chester, by which an improved connection is made with the Philadelphia and Baltimore Railroad, and a direct communication opened up with all points on its line, as well as with Washington and the South. The facilities for southward travel, offered by this direct route to the south, will no doubt be appreciated and taken advantage of by the traveling public of Norristown, Phœnixville, Pottstown, Reading, Pottsville, Lebanon, Harrisburg, Allentown, Williamsport, and other towns upon the line of the Philadelphia and Reading Railroad. The land along the new branch is admirably adapted and abounds in excellent locations for manufacturing establishments and will doubtless be rapidly appropriated to this purpose, being now made easily accessible from the great coal and iron producing districts of the Lehigh and Schuylkill Valley.

The Mineral Springs of Virginia.

WHERE THEY ARE AND HOW TO REACH THEM.

The central or mountainous part of the territory which used to be known as the State of Virginia, and which is now divided into Virginia and West Virginia, abounds in mineral springs, scenery, and objects of interest; and that part of the country is destined to become more than ever before a favorite point of resort for tourists and invalids. Hitherto access has not been of the most modern description; although in former times, before the war, many Southern and Western families were wont to ascend the Mississippi and Ohio to the head of navigation at the Falls of Kanawha and then take their private carriage or stages over the Gauley Mountain to the celebrated White Sulphur and other famous medicinal springs in Greenbrier, Bath, and Rockbridge Counties. The opening of the Chesapeake and Ohio Railroad now affords direct and comfortable access to this romantic district. Express trains, with palace cars, are now running connecting both the Eastern cities via Washington, and Western cities via Cincinnati, with the various springs. Most of the Virginia hotels have been enlarging their capacity and otherwise adding to the attrac-

tions of their Summer haunts. The air of the mountains is bracing, the scenery is wild, and at points is said to excel anything to be found elsewhere between the Hudson and the Rocky Mountains for sublimity and grandeur. The canon of New River through which the railroad trains now pass continuously, is a wonder in its way, rivaled only by the canon of the Colorado of the West. Communication with New York is maintained by continuous rail, and by the Old Dominion line of steamships to Norfolk or Richmond, thence by rail. The following gives a list of the principal Virginia springs and hotels in the upland region, with the manner and cost of reaching them:

Names of Springs, &c.	Nearest Railroad Stations.	Capacity of Accommodation.	Railroad Fares, Excursion.	Steamer, Room and Meals Exc. Fares.
Augusta or Stribligs	Staunton	500	$25 65	$27 10
Bath Alum	Millboro	200	29 05	30 50
Cold Sulphur	Goshen	125	25 55	27 00
Hot	Covington	400	31 95	33 40
Healing	Covington	800	31 95	33 40
Jordan's Alum	Goshen	400	26 55	28 00
Natural Bridge	Goshen	...	32 00	33 50
Rockbridge Alum	Goshen	800	26 50	28 00
Rockbridge Baths	Goshen	200	26 50	28 00
Red Sulphur	Talcott	150	26 50	28 00
Rawley	Staunton	400	....	....
Sweet Chalybeate	Alleghany	400	30 95	32 25
Sweet	Alleghany	800	30 95	32 25
Salt Sulphur	Fort Spring	200	....	....
White Sulphur	White Sulphur Spr.	2,000	28 10	29 55
Warm	Millboro	800	30 05	31 50
Weyer's Cave	Staunton	....	....	....

Analysis of Anthracite Coal.

Mr. William Kenkrick, Mining Superintendent of the Philadelphia Coal and Iron Company, has sent to Dr. John C. Cresson, No. 417 Walnut street, Philadelphia, for analysis, a specimen of anthracite coal from the Mammoth Vein, Indian Ridge Colliery, Shenandoah; a specimen from the same vein at Bast's Colliery, Big Mine Run, near Ashland; and a speciemen of red ash coal from the Diamond vein at Forrestville. The result of the analysis of the properties of one of the Mammoth vein specimens will be sent to the Russian Government, while that of the other and of the red ash will be sent to France.

The object is to see if the coal can be used as fuel by the locomotive engines of the railways of those countries.

The Philadelphia and Reading Railroad Company has used anthracite coal for fuel in its passenger engines for more than fifteen years, and in its freight engines for even a longer period of time, and it has been found both effective and economical. This fact proves conclusively that anthracite coal is admirably adapted for fuel purposes on railways.

☞ Articles of consolidation between the Chicago and Atlantic Railway Company party of the first part, and the Chicago and Atlantic Extension Railroad Company party of second part, and the road now in process of construction known as the Baltimore, Pittsburgh and Connellsville Railroad, were filed on the 14th inst. in the office of the Secretary of State, at Indianapolis. The object of the consolidation is to form one continuous line from Pittsburgh to Chicago. The capital stock of said consolidation is fixed at four millions of dollars.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1873, was as follows:

From passengers		$337,891 35
" freight		590,160 65
" mails		9,485 56
" express		16,285 09
" rents from other companies		197,488 84
" rents from real estate		8,341 00
" mileage of cars		26,577 10
" interest		16,441 60
" miscellaneous		2,194 38
		$1,204,865 57
Expenses, viz:		
Wood, coal and oil	$110,005 10	
Shops and engine houses	11,197 21	
Maintenance of way	169,557 39	
Bridges	13,010 50	
Locomotive power	86,857 37	
Passenger train expenses	58,042 23	
Freight train expenses	67,307 63	
Other train expenses	13,725 31	
Station expenses	93,547 49	
Office expenses	44,024 51	
Miscellaneous expenses	42,218 08	
		709,492 82
Leaving a balance of		$495,372 75
From which deduct—		
Dividends, October, 1872, and April, 1873, four per cent each	$280,000 00	
Interest on bonds	144,990 00	
Taxes	48,877 75	
		473,867 75
Leaving a surplus for the year of		$21,505 00
Add sundry profit and loss		24,416 34
Add balance from previous year		705,200 57
Total		$751,121 91
Deduct loss in operating Dayton and Michigan Railroad	$54,068 36	
Amount on account steel rails	27,407 90	
		81,471 26
Total as in Balance Sheet		$669,650 65

The operating expenses have been 58.89 per cent of gross earnings. Number of passengers carried, 750,687. Number of tons of freight moved, 564,542. Number of miles run by trains earning revenue, 549,574. Earnings per mile of do., $2 19.24; expenses, $1 29. Income per mile of road, $20,081 09; expenses, $11,824 88. The President in his report says:

During the past year, two dividends of four per cent each have been paid to the stockholders. The net earnings show a fraction over 8½ per cent on the capital stock. The regular business of our several roads was seriously interfered with by the breaking out of the horse disease in Cincinnati early in November, causing a complete stagnation of business for some three or four weeks: freights consigned to parties in this city blockaded our depots, and we were forced to refuse freights from stations on our own roads, as well as from connecting roads for Cincinnati. After leaving this city it visited Hamilton, Dayton, Toledo, and spread throughout the North and West, and seriously interfered with the business of the company. This and the severe winter following have materially reduced the current earnings, while, at the same time, these causes have added considerably to our operating expenses.

The large number of trains now running daily between Cincinnati and Hamilton, requires, fo the more economical and safe working of thi section of the road, the extension of the double track from Carthage to the latter named point, which should be built this season, and that this entire track between Cincinnati and Hamilton should be laid with steel. It is necessary, therefore, that the proper provision should be made to meet this expenditure. The managers of the Atlantic and Great Western and Erie Companies having given assurance that the tracks of their roads would, during the present summer, be changed from the six foot to the compromise, four feet nine inch gauge; we have refrained from ordering any steel rails for the Cincinnati, Hamilton and Dayton road this season; when this contemplated change is made, we will have on hand some eight thousand tons of iron now used for the accommodation of the broad gauge business, which, with a small additional cost, would enable us to re-lay our main track between Cincinnati and Dayton with the best quality of steel rails.

We have now in our track some 22½ miles steel, and 2 miles steel capped rails, some seven hundred and fifty-one tons steel, having been laid during the past season, at a cost of $88,367 20, the difference in cost between steel and iron having been charged to surplus earnings, and in addition there to seven hundred and thirty-one tons of re-rolled iron, at a cost of $26,390 41 have been laid; the credits from old rails reducing the actual cost to $74,787 10.

In the judgment of your board of directors, considering the heavy traffic passing over our road, it seems to be a useless expenditure of money to continue the laying of iron rails, and no time should be lost in re-laying the entire tracks of this company with steel between Cincinnati and Dayton, and the means to accomplish this object should be provided without unnecessary delay.

In order to secure future dividends, from the low rates of passengers and freights now prevailing, an additional volume of business must be moved, and freight trains run at a much reduced rate of speed to accomplish this object, with safety, and economy; double tracks laid with the best quality steel rails should be adopted, and the saving from such a course would in a few years not only pay the present expenditure but go far towards meeting the bonded debt of the company as the same becomes due.

There has been laid in the track of the Dayton and Michigan Railroad during the year, 1,572½ tons of re-rolled iron at the cost of $122,763 25, and there will have to be used in this track this season some 2,000 tons of rails to make good the destruction of iron during the past winter.

The Cincinnati, Richmond and Chicago Railroad was furnished with 283 tons re-rolled iron at the cost of $10,186 71; this road will require about the same amount this year.

There have been built at the company's shops at Lima the past year, 137 cars, as follows: for Cincinnati, Hamilton and Dayton Railroad 64 new box cars, at a cost of $46,809 20; for Cincinnati, Hamilton and Indianapolis Railroad 2 new cabooses, 50 new box and 21 new platform cars at a cost of $51,672 79. These shops are now occupied in completing the balance of the order for 200 cars for the latter company. At Cincinnati shops one first-class passenger coach has been built at a cost of $6,482 63, also one new engine at a cost of $9,458 10, both being charged to C. H. and D. running expenses; four new freight engines have been purchased and paid for at a cost of $51,000.

On the Cincinnati, Richmond and Chicago Road, bridges Nos. 1, 2, 7, 21 and 22 have been repaired; and the following re-built: Nos. 3, 97 feet, No. 5, 98 feet, No. 13, 37 feet, No. 14, 69 feet, No. 17, 46 feet, and No. 18, 41 feet, besides one abutment of No. 13 re-built, and large culvert near Camden Station.

On the Dayton and Michigan Road, bridges Nos. 2, 4, 8, 11, 14, 16, 17 and 18 have been repaired; Sidney, Poplar, Pushets and Laramie creek trestles repaired; new corn house built at Troy and freight depot repaired and painted; pas-

senger depot at Piqua repaired; turn table at Sidney and freight depot and station house repaired; new water station at Weston; turn table and water houses at Perrysburg repaired.

On the Cincinnati, Hamilton and Dayton Road, bridge No. 8 (New river) had new arches put in; rebuilt overhead bridge near Cumminsville; repaired bridge No. 1 and put new floor on bridge on Sixth street; built a large crane at west end of freight depot requiring a large amount of masonry and other expensive work at a cost of $3,570 60; also coal elevator near Freeman street for coaling locomotives, at a cost of $4,346 86; rebuilt retaining wall between I. C. and L. and C. H. and D. from Carr street nearly to Freeman street, 247 feet in length, 18 feet high, and 7½ feet thick on bottom, at a cost of $3,426 60; painted roof of engine house Cincinnati at a cost of $977 21; also sewer on Hoadly street at a cost of $1,731 20, all of which have been charged to running expenses.

Your company now owns and controls 345 miles of railroad, distributed as follows: Cincinnati, Hamilton and Dayton 60 miles; Dayton and Michigan 142 miles; Cincinnati, Richmond and Chicago 45 miles; Cincinnati, Hamilton and Indianapolis 98 miles.

The equipment of the several roads are as follows:

	C. H. & D.	D.& M.	C. R. & C.	C. H. & I.	Tot.
Locomotives	33	23	5	19	80
Passenger coaches.	30	15	1	9	55
Mail cars.....	2	1	1	....	4
Baggage cars.....	11	3	3	6	23
Caboose cars.....	12	12	1	5	30
Box cars.....	231	329	80	175	815
Stock cars.....	30	92	19	50	191
Platform cars	156	233	62	111	562
Hand cars.....	24	20	5	17	66

In addition to the above the C. H. and D. owns 50 box and 50 platform cars, now being used in the interest of the Saginaw and Cincinnati Lumber Transportation Company, and run between Cincinnati and Saginaw, Michigan.

When the 100 box cars now in course of construction at Lima for the C. H. and I. road are completed, we will have 1,668 freight cars of all kinds. Our equipment has been kept in good order, and new cars are substituted in place of those broken up.

Our machine shops at Cincinnati are entirely inadequate to the requirements of the company, the more so, since, the purchase of the Junction road, they having only a temporary frame shed at Indianapolis, we are compelled to do the repairs of the engines and cars of that company in our shops here. It will be necessary therefore to purchase more ground in this city, or move our shops to some convenient point on the line of the road where we can be furnished with a proper amount of ground necessary for shop purposes at a much less figure.

The Junction Railroad, a line extending from Hamilton to Indianapolis, having by a decree of the courts of Indiana and Ohio, been offered for sale on the 26th day of November, 1872, was, (in accordance with a resolution passed by the stockholders of this company at their last meeting, authorizing the Board of Directors to make the purchase of said road) purchased for this company for the nominal sum of one million dollars. The actual consideration was expressed in contracts made to facilitate the purchase with the holders of the mortgage bonds of the Junction Railroad Company. One hundred thousand dollars was required to be paid in cash and has been paid. The remainder of the purchase money was paid in a new issue of bonds, secured by a mortgage on the road, a new corporation having been organized under the laws of Indiana and Ohio, to which the title was transferred. The whole issue of these bonds is two million five hundred thousand dollars. By the terms of the contract with the holders of the old bonds, this company guaranteed the payment of principal and interest of the new bonds. Of these one million seven hundred and ninety thousand have been issued and applied in exchange for the outstanding bonds and overdue coupons of the former company. The remainder are applicable to the repair and equipment of the road. The actual cost to this company of ninety-eight miles of road, with rolling stock, real estate, &c., was one million eight hundred and ninety thousand dollars. The conditions of the sale having been approved by the courts, the possession of the Junction Railroad was surrendered by the Receiver on the 1st day of December, 1872, and passed into the control of the new corporation organized on the 23d day of December, 1872, under the name of the Cincinnati, Hamilton and Indianapolis Railroad Company. The entire amount of the nominal capital stock in the corporation is the property of and remains unissued in the control of this company; and will represent the ultimate value of the road beyond its mortgage debt, less whatever advances may be required for the repair, equipment and improvement of the road. The remaining mortgage bonds seven hundred and ten thousand dollars, will be disposed of as soon as satisfactory prices can be obtained for them, and the proceeds used for the purpose of putting the road in good condition, large quantities of cross-ties, and ballast with some ten miles of iron are required for this purpose, beside an addition to the equipment of the road. Five first-class coal burning locomotives have already been purchased, and at this date delivered. One hundred and fifty box and fifty platform cars are being built at Lima; one hundred of these having been delivered. The bridge at Brownsville some 450 feet in length was destroyed by fire on the evening of the 24th December, 1872, and has been rebuilt. Timber has been ordered for the purpose of re building the long bridge over the Miami river at Hamilton. Considerable real estate has been purchased at Indianapolis, and some other lots have been examined for future purchase.

It is the desire and expectation of your managers to have this road in good running order for the coming fall and winter business; when this is accomplished there is scarcely a doubt but that it will at once become popular and remunerative.

The board of directors have reason to congratulate the stockholders upon the fidelity and diligence exhibited by the officers and employes of the company in the discharge of the duties of their respective position, for which the thanks of the board are due and are hereby tendered.

The income from operations of the Dayton and Michigan Railroad during the year was $1,034,567 10; and the operating expenses were $722,110 18, taxes $32,833 52, interest on bonds $211,496 98, dividend on preferred stock $88,274, and dividend on common stock $33,916 73—making a total of $1,088,630 46, and showing a loss of $54,063 36.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was $229,634 94; and the operating expenses $158,661 23, taxes $1,900 93, and interest on bonds $43,279 38—total $203,841 54, and leaving for net earnings the sum of $25,793 40.

The gross income from operations of all the roads was $2,469,067 61; the operating expenses $1,590,264 23, taxes $83,612 20, interest on bonds $399,765 41, dividends D. & M. R. R., as above, $122,190 73—total $2,195,832 57—leaving a balance of $273,235 04.

There were expended for permanent improvements during the year $780,120 18, as follows: for real estate at Dayton and Brighton, $35,552; for right of way, $250; for 4 locomotives, 50 flat and 50 long box lumber cars, $121,000; for account Dayton and Michigan Railroad, $117,576 82; for depot grounds, East Toledo, $79,461 21; advanced on account of purchase of Cincinnati, Hamilton and Indianapolis Railroad, new equipment, and renewal of bridges, road, etc., $426,325 15.

CONDENSED BALANCE SHEET, March 31,

	1872.	1873.
Construction	$3,974,404 73	$3,974,654 73
Equipment	1,006,250 96	1,127,250 96
Real estate.....	345,460 29	381,012 29
Wood and materials for repairs.....	170,346 17	203,648 92
Wood lands.....	12,540 00	12,540 00
Bills receivable.....	27,377 46	8,361 25
Stocks and bonds....	429,259 26	346,508 32
Due from R. R. Co's..	52,989 60	68,581 24
" Individuals.	62,786 86	40,999 95
" P. O. Dep't.	6,812 50	9,378 05
Cash and cash assets.	245,668 83	135,744 22
D. & M. R. R. lessors	265,172 71	982,749 53
C. R. & C. R.R. lessors	82,733 60	56,940 20
C. H. & I. R. R.....	.....	426,325 15
D. McLaren, trustee..	.....	79,416 21
	$6,681,802 97	$7,254,101 02

	1872.	1873.
Capital stock	$3,500,000 00	$3,500,000 00
First mortgage.....	1,250,000 00	1,250,000 00
Second "	500,000 00	500,000 00
Third "	282,000 00	282,000 00
Surplus earnings.....	705,200 57	669,650 65
Interest on bonds....	25,652 43	20,151 65
Dividends unpaid....	2,354 00	2,320 00
Dividend No. 35.....	140,000 00	140,000 00
Due Railroad Co's...	67,116 18	110,911 01
" Individuals	97,887 84	178,536 47
" United States...	965 09	965 09
Pay rolls March.....	76,330 31	100,524 18
Div. due on D. & M. preferred stock....	18,448 00	25,688 00
Div. due on D. & M. common stock.....	16,848 55	19,728 15
Bills payable	.....	453,625 80
	$6,681,802 97	$7,254,101 02

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—JOHN YOUNG.

Directors.—Daniel McLaren, Chas. W. West, William Goodman, Samuel Fosdick, John Young, H. D. Huntington, Geo. T. Stedman, Henry Lewis, Joseph H. Rogers.

Sec. & Treasurer.—FREDERICK H. SHORT.

Assistant Supt.—LEWIS WILLIAMS.

☞ The work of widening the New Jersey Railroad from Elizabeth to Rahway has been completed, and all is ready for the laying of the two more steel tracks, which are to be put down one on each side of the present tracks. The Elizabeth *Journal* says this double-tracking is to be eventually completed along the whole of the New Jersey road wherever the right of way can be procured. Negotiations have been going on for some time for the right of way for a similar widening of the road between Waverly and North Elizabeth.

☞ The Kellogg Bridge Company, of Buffalo, N. Y., is constructing for the Louisiana bridge, which is being built for the use of the Chicago and Alton Railroad Company, across the Mississippi at Louisiana, Mo., a pivot draw span, 442 feet long over all, making two clear openings of 200 feet; also one span of 252 feet, and one span of 222 feet from centre to centre of piers. It is expected that these will be completed by Nov. 1.

☞ The Central Railroad Company of New Jersey is rapidly pushing the work in the construction of third and fourth tracks. A large portion is laid between Elizabeth and Easton, only the connections being required to complete them ready for use. The new rails are of steel.

Railroads of the State of Pennsylvania.

A Tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended December 31, 1872.

Prepared from the Annual Report of the Auditor General.

Railroads.	Capital Account. Stocks. $	Bonds. $	Debt. $	Total. $	Cost of road & equipment. $	Railroads. Main Line. M.	Branches. M.	Other track. M.	Traffic. Train Mileage. M.	Passenger Mileage. No.	Freight Mileage. Tons.	Gross Earnings. $	Operating Expenses. $	Nett Earnings. $	Dividend. p. c.
Allentown	568,744	.....	613,033	1,181,777	1,054,629	4.50	.....	0.30	.....	.....	.....	1,789	.....	1,789	....
Allegheny Valley	2,256,400	3,939,000	886,203	7,081,603	10,658,411	132.00	8.00	62.80	11,630,952	779,959	1,320,289	2,191,489	1,257,133	934,356	....
Atlantic and Great Western	24,000,000	56,992,200	.....	80,992,240	.....	387.50	38.66	105.00	3,944,507	913,800	2,691,098	5,451,900	4,596,230	854,670	....
Bald Eagle Valley	550,000	454,900	.....	1,004,900	1,050,000	51.19	2.50	5.48	.....	.....	.....	.....	.....	.....	7
Barclay Coal Company	1,000,000	79 000	.....	1,079,000	unknown.	16.00	.....	5.00	.....	17,175	392,847	36,934	104,389	67,455	7
Bedford and Bridgeport	353,861	1,000,000	10,000	1,363,861	984,353	38.60	0.70	1.25	122,670	.....	.....	.....	.....	.....	....
Bellefonte and Snow Shoe	600,000	99,000	.....	699,000	457,981	21.20	4.00	3.35	66,002	19,633	85,422	179,799	690,022	110,044	*1½
Berks County	92,955	.....	.....	92,955	.....	0.50	.....	.....	.....	.....	.....	.....	.....	.....	....
Buffalo, Bradford and Pittsburg	2,286,000	583,000	.....	2,869,000	2,869,000	26.00	.....	2.00	.....	.....	.....	.....	.....	.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	548,230	1 676,947	1,546,931	43.20	.....	5.00	154,730	68,476	93,217	229,000	237,755	8,755	....
Buffalo, New York and Philadelphia	1,600,708	1,876,500	430,605	3,907,813	3,064,271	88.00	.....	5.86	.....	.....	.....	.....	.....	.....	....
Castasauqua and Fogelsville	426,900	.....	.....	426,900	742,157	20.00	4.00	8.00	88,388	25,000	409,669	149,780	77,144	72,637	6
Catawissa	4,359 500	1,740,350	.....	6,099,850	6,126,500	94.00	4.50	7.00	376,460	104,662	389,120	572,105	382,999	129,106	7
Chartiers	638,060	500,000	.....	1,138,060	1,127,313	22.80	.....	.....	39,140	.....	.....	60,436	39,416	21,020	....
Chester Creek	185,000	185,000	.....	370,000	370 000	7.25	.....	0.75	.....	.....	.....	.....	.....	.....	6
Chester Valley	871,900	500,000	490,000	1,861,900	1,371,900	21.50	.....	2.00	.....	.....	.....	.....	.....	.....	....
Chestnut Hill	120,650	.....	.....	120,000	120,650	4.12	.....	1.00	.....	.....	.....	.....	.....	.....	12
Cleveland and Pittsburg	11,223,200	3,825,500	.....	15,048,700	14,875,932	167.00	32.00	76.50	1,598,100	654,758	1,868,955	3,554,285	1,572,772	1,981,573	7
Cowanesque Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Colebrookdale	47,165	584,700	89,010	1,120,875	663,979	12.80	.....	1.70	.....	.....	.....	.....	.....	.....	....
Columbia and Port Deposit	208,172	160,000	500,458	868,630	868,630	4.80	.....	.....	.....	.....	.....	.....	.....	.....	....
Connecting	1,278,300	991,000	.....	2,269,300	2,278,300	6.78	.....	2.75	.....	.....	.....	.....	.....	.....	6
Cornwall	300,000	.....	.....	300,000	414,877	7.47	1.25	2.50	12 000	.....	304,508	87,637	37,571	50,266	16
Cumberland Valley	1,494,250	352,300	.....	1,846,550	1,725,143	82.20	.....	18.50	255,358	288,881	321,967	581,065	293,074	287,990	8
Danville, Hazleton and Wilkesbarre	684,235	1,400,000	160,000	2,144,235	1,102,600	9.00	.....	2.50	10,908	2,599	4,048	10,368	6,487	3,881	....
Delaware and Hudson	.....	.....	.....	.....	4,331,137	45.00	.....	65.00	62,810	144,431	2,504,009	100,121	1,050,013	949,893	10
Dillsburg and Mechanicsburg	.....	100,000	.....	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Delaware, Lackawanna and Western	20,000,000	5,394,000	4,239,545	29,633,545	15,512,767	115.00	.....	119.00	5,254,260	249,578	3,347,671	4,746,678	1,878,713	2,867,965	10
Dunkirk, Warren and Pittsburg	1,266 000	1,400,000	189,908	2,855,908	2,770,566	54.80	.....	3.50	85,096	65,948	43,036	109,262	107,198	2,063	....
East Brandywine and Waynesburg	136,196	175,000	2,000	313,196	309,558	17.50	.....	.....	.....	.....	.....	.....	.....	.....	....
East Mahanoy	392,350	.....	.....	392,550	391,604	7.68	3.43	3.35	.....	.....	.....	.....	.....	.....	6
East Pennsylvania	1,309,200	495,900	.....	1,805,100	1,484,290	36.00	.....	15.50	.....	.....	.....	.....	.....	.....	6
Ebensburg and Cresson	42,000	80,000	.....	80,000	122,000	11.00	.....	0.50	.....	.....	.....	.....	.....	.....	....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	2,620,000	78.00	.....	14.00	545,430	261,678	402,460	580,300	482,630	97,670	5†7
Erie	86,536,910	28,912,301	.....	115,449,211	108,807,687	459.00	96.75	319.50	12,318,504	.....	5,564,274	18,305,027	13,013,219	5,291,808	†7
Erie and Pittsburg	1,099,550	3,327,000	.....	4,426,550	4,923,003	81.50	.....	11.25	149,009	220,581	1,141,437	1,199,112	556,346	642,766	7
Fayette County	125,395	.....	.....	125,396	130,000	12.66	.....	0.75	.....	.....	.....	.....	.....	.....	4*
Frankford and Holmesburg	100,000	50,000	5,342	155,342	159,427	4.15	.....	0.73	.....	.....	.....	.....	.....	.....	3
Hanover Branch	116,850	.....	.....	116,580	269,372	12.20	.....	.....	48,150	99,571	123,437	82,388	56,316	27,072	10
Harrisburg, Portsmouth, Mt. Joy & Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	36.00	30.00	0.18	.....	.....	.....	.....	.....	.....	7
Harrisburg and Potomac	102,720	.....	27,295	130,015	130,105	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Hempfield	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Homer, Cherrytree and Susquehanna	8,544	.....	4,201	12,745	12.746	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Huntingdon and Broad Top Mountain	1,300,000	2,270,941	.....	3,570,941	3,159,769	45.00	10.75	15.50	238,167	59,126	449,748	310,915	187,688	122,227	....
Ironton	400 000	100 000	.....	500,000	268,000	11.00	.....	2.00	11,350	.....	115,876	48,865	30,248	18,617	....
Jamestown and Franklin	605,028	996,000	978,437	2,579,465	2,483,002	51.00	1.50	13.00	.....	99,881	332,481	270,765	162,459	108,306	8
Jefferson	2,095,700	2,300,000	.....	4,395,700	4,395,700	45.50	.....	.....	8,937	.....	.....	.....	.....	.....	....
Junction	185,250	800,000	.....	985 250	898,324	4.62	.....	5.72	.....	215,230	.....	132,384	66,875	65,509	....
Lancaster and Reading narrow gauge	15 672	.....	.....	15,672	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Lackawanna and Bloomsburg	1,335,000	2,250,000	199,261	3,784,261	4,121,244	80.00	.....	44.00	466,206	362,294	2 218,010	1,083,475	583,353	500,122	....
Lake Shore and Michigan Southern	50,000,000	26,653,000	8,604 524	85,167,424	66,144,676	541.00	419.09	534.33	13,487,234	1,992,373	4,282,243	17,591,629	11,471,030	6,120,599	8†10
Lawrence	289,750	355,000	25,000	669,750	637,607	17.40	3.00	1.33	94,356	72,942	294,444	157,653	67,658	89,995	10
Lehigh and Lackawanna	375,100	300,000	.....	675,100	675,100	15.00	.....	.....	.....	18,320	29,828	35,142	36,266	1,085	....
Lehigh and Susquehanna															

Lehigh and Susquehanna	.....	.....	.....	.....	12,462,781	105.00	32.25	84.00	744,913	489,713	2,819,447	2,431,291	1,321,894	1,109,397	....
Lehigh Valley	21,468,800	9,754,000	.....	31,222,800	19,750,425	101.00	129.08	222.50	3,676,851	967,850	6,307,604	5,782,949	3,869,686	2,113,262	10
Lewisburg, Centre and Spruce Creek	187,049	1,545,000	.....	4,732,049	812,067	10.70	.....	0.75	.....	.....	.....	.....	.....	.....	....
Little Saw Mill Run	100,000	30,717	3,284	134,001	115,261	3.00	.....	1.00	14,000	.....	157,102	53,528	26,889	27,639	10
Littlestown	34,850	40 000	1,500	76,350	115,616	9.50	.....	1.00	6,673	7,618	18,888	11,185	6 715	4,470	....
Little Schuylkill	2,646,100	659,500	.....	3,405,600	1,416,188	28.25	3.00	19.95	.....	.....	.....	271,436	185,786	85,650	....
Lykens Valley	600,000	.....	.....	600,000	595,727	20.00	.....	.....	.....	.....	.....	.....	.....	.....	7
Mahony and Broad Top Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Mifflin and Centre County	65,650	188,500	16,743	272,893	264,244	12.50	.....	4.90	.....	.....	.....	.....	.....	.....	10½
Mill Creek and Mine Hill	323,375	.....	.....	323,375	323,375	3.78	8.02	9.12	.....	.....	.....	.....	.....	.....	10
Mine Hill and Schuylkill Haven	3,969,100	.....	.....	3,969,100	3,969,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Muncy Creek	123,600	105,000	30,000	258,600	148,640	6.00	.....	0.25	.....	8,433	.....	7,493	3,126	4,267	....
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	282,815	2.50	.....	12.10	.....	.....	.....	.....	.....	.....	12½
Mount Pleasant and Broad Ford	112,550	.....	43,483	155,833	154,633	9.60	.....	1.00	.....	.....	.....	.....	.....	.....	....
Nesquehoning Valley	1,300,000	.....	.....	1,300,000	1,206,385	16.50	1.00	2.75	.....	.....	.....	.....	.....	.....	10
New Castle and Beaver Valley	605,000	88,300	.....	693,300	799,412	14.92	.....	12.12	164,980	165,266	628,352	339,471	115,561	223,910	10
Newry Branch	11,150	.....	10,779	21,929	22,657	1.10	.....	0.25	.....	.....	.....	.....	.....	.....	....
Northern Central	5,842 000	11,040,062	539,657	17,421,719	14,890,238	138.00	135 00	128.50	2,107,269	746,288	2,062,050	3,095,603	2,289,137	806,466	6
North Pennsylvania	3,473,500	4,042,500	63,394	7,509,394	8,295,709	55.60	12.10	46.70	617,102	889,571	880,119	1,336,938	744,617	592,321	5s
Oil Creek and Allegheny River	4,959,450	3,680,000	.....	7,639,450	9,562,878	120.00	3.00	32.75	749,669	559,926	676,500	1,285,554	824,023	461,531	....
Pithole Valley	250,000	100,000	17,132	367,132	100 000	7.00	.....	1.00	.....	9,800	12,854	20,483	26,717	5,284	....
Peach Bottom	32,881	.....	.....	32 881	25,263	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Pennsylvania	53,271,638	29,326,600	3,713,246	86,311,784	42,450,208	354.90	69.00	546.90	13,380,957	5,250,393	7,844,779	22,012,525	13,764,673	8,247,852	10
Pennsylvania Coal	4,000 000	536,500	375,000	4,911,500	2,000,000	100.00	57.87	57.00	.....	3,486	1,376,772	23,033	413,700	389,967	20
Pennsylvania and New York	3,561,700	3,000,000	351,234	6,912,934	5,715,240	104.30	11.58	35.96	.....	190,309	1,268,531	1,608,287	1,171,152	437,135	....
Pennsylvania and Delaware	483,298	700,000	.....	1,183,298	1,200,000	22.50	.....	0.50	.....	.....	.....	.....	.....	.....	....
Perkiomen	37,890	621,300	538,185	1,197,375	1,091,624	18.40	.....	2.84	.....	.....	.....	.....	.....	.....	....
Philadelphia and Baltimore Central	220,606	1,500,000	53,414	1,774 020	1,983,953	46.00	.....	6.00	176,312	315,515	134,809	295,594	190,389	105,205	....
Philadelphia and Erie	8,450,000	14,730,000	573,966	23,753,966	21,139,470	287.60	.....	114.30	2,912,351	839,793	2,028,568	3,980,753	3,980,753	.....	....
Philadelphia and Reading	34,236,175	29,042,169	300,000	63,578,344	43,293,341	323.00	1.90	151.00	4,096,457	6,383,991	10,981,657	12,125,038	5,869,486	6,255,572	10
Philadelphia, Germantown and Norristown	2,231,900	.....	.....	2,231,900	1,514,800	17.00	12.25	22.00	.....	.....	.....	287,816	.....	287,816	10
Philadelphia and Trenton	1,259,100	.....	.....	1,259,100	1,534,479	26.60	.....	36.35	.....	1,561,080	1,124,640	1,759,758	.....	1,759,758	10
Philadelphia, Wilmington and Baltimore	11,485,750	1,990,500	69,804	13,546,054	11,890,737	95.31	3.25	119.00	1,203,273	1,747,195	449,780	2,734,139	1,625,660	1,108,479	8
Philadelphia and Newtown	74,760	.....	.....	74,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Pickering Valley	92,125	331,800	130,555	554,480	472,838	14.00	.....	3.10	.....	.....	.....	4,282	.....	4,282	....
Pittsburg, Cincinnati and St. Louis	8,433,550	10,011,740	1,841,885	20,287,175	18,835,787	193.00	9.00	45.00	2,965,231	611,201	1,429,115	3,856,649	2,996,806	859,843	....
Pittsburg and Connellsville	1,960,682	4,780 000	3,463,204	10,203,886	12,285,398	145.00	1.90	15.11	1,703,600	781,994	980,780	1,437,392	1,536,382	98,990	....
Pittsburg, Fort Wayne and Chicago	22,214,286	13,621,000	16,230	35,851,516	26,867,637	468.30	.....	159.00	6,962,215	2,106,251	2,408,162	9,780,310	5,272,846	4,507,464	....
Pittsburg, Virginia and Charleston	618,564	.....	.....	618,564	709,310	11.30	.....	0.40	9,000	4,000	22,392	842,843	15,557	14,714	7
Plymouth	12,050	.....	274,495	286,545	274,495	9.25	.....	2.37	.....	.....	.....	.....	.....	.....	....
Reading and Columbia	507,268	1,000,000	1,093,495	1,600,763	2,282,653	40.00	19.25	5.99	231,897	118,812	340,171	260,606	221,285	39,321	....
Schuylkill and Susquehanna	1,269,150	97,000	12,788	1,338,938	1,283,490	54.00	.....	9.33	.....	16,961	252,821	94,371	95,613	1,242	....
Schuylkill Valley	576,050	.....	.....	576,050	576,841	11.00	12.80	8.53	.....	.....	.....	.....	.....	.....	5
Selinsgrove and North Branch	2,680	.....	.....	2,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Shamokin Valley and Pottsville	869,450	1,988,000	.....	2,857,450	1,569,450	28.00	.....	4.50	202,952	44 597	683,631	309,362	184,623	114,739	6
Shenango and Allegheny	199,000	780 000	.....	979,000	978,280	32.00	.....	2 00	40,000	16,170	56,220	58,849	22,206	36,643	....
Somerset and Mineral Point	55,000	81,105	8,584	144,689	140 000	9.10	.....	0.25	18,000	18,000	8,530	12,055	9,156	2,899	....
South Mountain Iron	.....	377,500	.....	377,500	386,809	17.78	.....	.....	27,528	20,986	53,987	37,827	17,863	19,964	....
Southwark (Phila.)	58,468	.....	.....	58,468	58,468	1.72	.....	1.39	.....	.....	.....	.....	.....	.....	6
Stony Creek	134,675	.....	82,314	216,989	216,950	10.00	.....	.....	.....	.....	.....	.....	.....	.....	....
Sullivan and Erie	1,400,000	1,000,000	204,632	2,604 632	1,597,718	24.00	.....	2.00	.....	.....	.....	37,181	119,738	82,557	....
Summit Branch	2,502,250	145,000	.....	2,547,250	988,902	24.00	0.50	10.00	10,990	17,769	523,539	322,986	76,040	246,946	6
Sunbury and Lewistown	500,000	1,400,000	.....	1,900,000	1,900,000	43.50	.....	1.50	.....	.....	.....	.....	.....	.....	....
Susquehanna, Gettysburg and Potomac	1,500,000	.....	.....	1,500,000	181,000	17.00	.....	0.25	.....	28,477	19,267	31,323	22,955	8,368	....
Tioga	580,900	243,000	.....	832,900	1,285,014	30.60	.....	7.50	33,050	93,170	865,481	468,323	211,851	342,562	....
Tresckow	130,000	.....	60,004	190,004	190 004	6.50	.....	1.00	253,421	.....	.....	.....	.....	.....	....
Tyrone and Clearfield	510,000	.....	332,360	842,360	842,360	37.50	.....	6.00	.....	.....	.....	.....	.....	.....	....
Uniontown and West Virginia	.....	.....	42,859	42,859	180,115	15.00	13.25	.....	.....	.....	.....	.....	.....	.....	....
Wellsboro' and Lawrenceville	1,000,000	.....	.....	1,000,000	913,289	37.10	.....	2.70	61,500	29,141	27,130	12,818	250,250	37,432	....
West Chester	165,000	.....	.....	165,000	205,487	9.00	.....	0.50	.....	.....	.....	.....	.....	.....	....
West Chester and Philadelphia	681,000	1,189,800	.....	1,870,900	1,509,317	26.30	.....	5.00	205,800	821,911	93,448	336,939	186,641	150,298	....
West Chester and Phœnixville	13,000	.....	.....	13,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Western Pennsylvania	1,022,450	1,800,000	1,023,555	2,856,005	3,846,005	57.10	27.60	16.96	.....	.....	.....	.....	.....	.....	....
Wilmington and Reading	759,063	2,332,300	108,610	3,199,973	2,899,229	63.60	7.70	9.50	230,554	132,365	264,573	228,773	197,106	31,667	....
Wilmington and Western	244,380	500,000	52,790	797,170	682,228	19.92	.....	2.30	7,280	1,813	1,998	5,892	6,249	357	....

* Quoted per share. † Dividend on preferred stock.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,553
1868	64,463	86,937	81,896	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	416,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156.326
1873	352,868	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	898,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,884,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,023	1,525 243	1,643,434	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,490	562,949	651,962	544,035	687,630	724,983	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322 875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,650,968	1,585,368	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	486,847	427,096	422,015	529,890	628,660	582,802	557,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	498,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	925,210	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,634
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,496	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,194
1871	365,175	328,791	398,455	448,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	430,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	506 139	589,288	706,603	802.586	746.450	643.058	664 051	728.521	719,698	570.168	505,053	7,654,094
1871	479.573	373,925	499,899	584.540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273.936	534,115	565,861	741,802	890,442	855,459	742,382	789,567	863,754	960,706	915,727	757,851	8,892,606
1873	583,975	481,783	708,259	881,266	1,007,831	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single t'k.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101¾
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	18,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35¼
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	...
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19⅝
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	325	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	59½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.9	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40¼
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67¼
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19¼	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20¼
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	...
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110¼
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.		Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pog):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S	'74'5	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	188	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	188	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	82½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	500,000	6	J.& J.	188	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	...
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,266,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	6,698,200	— & —	.....
" " pref..100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	July '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	12,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	683,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine 100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,886,000	M. & S.	Mar. '73 5a
" " pref.100	1,485,900	M. & S.	Mar. '73 5a
Camden and Amboy* ...100	5,847,800	J.A J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,159,400	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	5,850,400	M. & N.	May '73 1½
" " pref..100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey..100	20,000,000	J.A J&O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	June'73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung* 100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N. Western..100	5,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,568	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Aug '73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..100	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 00	1,850,000	J. & J.	July'73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,308,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,900	J & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'73 4½
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	27,468,800	F.A. J.O.	July '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10a
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug.'73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 8
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '73 3
Lykens Valley 50	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,836,450	J. & J.	July '73 3½
Morris and Essex* 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12
N. Haven & Northamp...100	605,000	J.A J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,339	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '73 5
Niag. Bridge & Canand*100	1,000,000	J.A. J.O.	July '73 2½
North Carolina* 100	4,000,000	J. & J	Jan. '73 3
N. Eastern (N. C.) pref..100	111,000	irregular.	Jan. '73 3
North Pennsylvania..... 50	3,150,150	M. & N.	May '67 4
Northern Central 50	5,842,000	January.	Jan. '73 5a
Northern N. Hampsh...100	3,068,400	M. & N.	Nov.'72 3
Northern New Jersey*..100	1,000,000	J. & D.	June'73 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '72 4
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '73 5
" " pref.100	2,000,000	J. & J.	Jan. '73 3
Ohio and Mississippi....100	19,995,847	A. & O.	Apl. '73 4
" " pref.100	4,024,474	J.A. J.O.	.....
Oil Cr. & Allegheny R... 50	4,259,450	J. & D.	June'72 3½
Old Colony & Newport..100	6,297,900	J.A. J.O.	July '73 3
Oswego and Syracuse*..100	482,400	J. & J.	July '73 2½
Pacific of Missouri.....100	3,635,750	F. & A.	Feb. '73 4
Panama.....100	7,000,000	— & —	July '73 1½
Paterson and Hudson*..100	630,000	J.A. J.O.	July '73 3
Paterson and Newark*..100	500,000	J & J.	July '73 4
Paterson and Ramapo*..100	248,000	J. & J.	.....
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	J. & J.	Jan. '71 3
Peoria & Bureau Val.*..100	1,200,000	M. & N.	May '73 5
Philadelphia and Erie*.. 50	6,004,300	F. & A.	Feb. '73 4
" " pref. 50	2,400,000	J. & J.	.....
Phil., Ger. & Norristwn* 50	1,626,250	J & J.	July '72 4
Philadelphia & Reading 50	32,684,375	M.J.S.D.	June'73 3
" " pref... 50	1,551,800	J. & J.	July '73 3
Phila. and Trenton*.....100	1,259,100	J. & J.	July '73 5
Phila., Wil. & Balt..... 50	11,485,750	J.A. J.O.	July '73 2½
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. & J.	July '73 4
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J.A. J.O.	Apl. '73 1½
Portland and Kennebec.100	616,700	J. & J.	July '73 3
Yarmouth certificates..100	202,400	J. & J.	Jan. '72 3
Portl., Saco & Portsm...100	1,500,000	A. & O.	Apl. '72 3
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '73 5
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '71 6
Roch. & Genesse Val.*..110	557,500	J. & J.	July '73 4
Rome, Watert. and Ogd..100	2,993,900	— & —	.....
Rutland*.....100	2,700,000	J. & J.	July '73 3½
" preferred.....100	4,300,000	— & —	.....
St. Croix and Penobscot.100	100,000	F. & A.	Feb. '73 3½
St. L., Alt. & T. Haute..100	2,300,000	J. & J.	July '71 2
" " pref.100	2,040,000	— & —	.....
St. Louis and Iron Mt...100	10,000,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	F. & A.	Feb. '73 3
" " pref. 100	12,000,000	.....	.....
Saratoga and Schenec.*..100	300,000	.....	Nov. '72 3
Schuylkill Valley* 50	576,050	A. & O.	Apl. '73 3½
Seaboard and Roanoke..100	1,151,400	J. & J.	Jan. '73 2½
Shamokin V. & Pottsv.* 50	869,450	M. & N.	Nov. '70
Shore Line* 100	995,800	F. & A.	Feb. '73 3
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5½
South Carolina 100	5,819,275	J. & J.	Jan. '72 3
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb '72 1
Staten Island.....100	660,000	F. & A.	Feb. '73 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '67 4
Stony Brook* 100	267,300	J. & J.	Jan. '72 3½
Summit Branch*..... 50	2,502,250	M. & N.	May '72 3
Sussex (N. J.).....100	317,850	F. & A.	Feb. '73 3
Syr., Bingham. & N.Y.*100	1,670,139	J. & J.	Jan. '72 2½
Taunton Branch 100	500,000	— & —	July '73 3
Terre Haute & Indiana.100	1,988,150	J. & J.	July '73 4
Tol., Peoria & War. 1st pref.100	1,797,000	J. & J.	Jan. '73 6
Tol., Wab. & West. pref.100	1,000,000	— & —	Jn.'70 11-4a
Troy and Greenbush*...100	274,400	M. & N.	Nov.'72 3½
Utica and Black River...100	1,666,000	J. & D.	Dec. '71 3½
Vermont and Canada*...100	2,500,000	J. & J.	Jan. '72 3
Vermont and Mass 100	$2,860,000	J. & D.	Dec. '72 0
Warren (N. J.).....100	1,800,000	M. & N.	May '73 2
Warwick Valley.....100	225,000	J. & D.	Dec.'71 3½
West Jersey.....100	1,200,000	A. & O.	Apl. '72 2½
Winchester & Potomac*100	180,000	F. & A.	Feb. '73 4
Winchester & Strasburg*100	500,000	J. & J.	Jan. '73 3
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 3½
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....
Baltimore City 100	800,000	F. & A.	Aug.'72 2½
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 1
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 4
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '73 3
Brooklyn City 100	1,500,000	F.M.A.N	Jun.'70
Brooklyn City & Newt..100	600,000	J. & J.	May '73 3
Brooklyn and Jamaica...100	488 100	— & —	July '70
Bushwick (Brooklyn)....100	302,000	J. & J.	.....
Cambridge.....100	727,800	A. & O.	July '71 3½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Apl.'73 4½
Citizens' (Phil.).....50	500,000	J. & J.	Oct. '67 2½
Citizens' (Pbg.) 50	200,000	M. & N.	July '73 7
Coney Island & Brooklyn.100	500,000	— & —	Nov. '71 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	.....
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	May '73 2
Elizabeth and Newark ...100	200,000	— & —	Oct. '71 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	.....
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Nov.'71 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '73 5
Girard College (Ph.) 50	500,000	J. & J.	July '73 3
Grand St. and Newton...100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 2
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	July '73 1
Lynn and Boston 100	200 000	— & —	Oct. '71 6
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	.....
Middlesex (Boston).....100	400,000	A. & O.	Jan. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	Apl.'73 3
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	.....
Philadelphia and Darby 20	200,000	J & J.	July '73 4
Phila. and Grey's Ferry 50	284,775	J. & J.	July '71 2
Pbg, Alleg. & Manchester 50	200,000	M. & N.	July '73 2½
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Nov. '69 8
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 5
Sixth Avenue (N. Y.)...100	750,000	M. & N.	July '73 2
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '71 5
13th & 15th street (Ph.). 50	1,000,000	J. & J.	May '73 3
Somerville (Boston) 100	75,000	M. & N.	July '73 1
South Boston 100	400,000	J.A. J.O.	May '73 3
Union (Boston) 100	200,000	.....	July '73 2½
Union (Phila.) 50	400,000	J. & J.	July '72 7½
West Philadelphia..... 50	400,000	J. & J.	July '72 6
			July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J. A. J.O.	July '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	560,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1853 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118¾
.. ..coupon	4,656,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,650	6	Jan. & July	1881	118¾
.. ..coupon	63,760,700	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	30,634,800	6	May & Nov.	1882	116¾
.. .. .. (5-20s).....coupon	232,637,850	6	" "	1882	116¾
Loan of March 3, 1863.....registered	53,552,450	6	Jan. & July.	1881	118¾
.. ..coupon	21,447,550	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	2,292,000	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s).....registered	32,434,850	6	May & Nov.	1884	116¾
.. .. .. (5-20s).....coupon	34,303,300	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,156,700	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	58,758,500	6	Jan. & July.	1885	115¾
.. .. .. (5-20s).....coupon	148,473,100	6	" "	1885	118
.. .. 3d series (5-20s).....registered	90,906,000	6	Jan. & July.	1887	117
.. .. .. (5-20s).....coupon	224,568,550	6	" "	1887	119
.. .. 4th series (5-20s).....registered	14,174,000	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,357,900	6	" "	1888	118¾
Loan of March 3, 1864, (10-40s)....registered	140,198,450	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	54,368,850	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71.registered	129,581,700	5	F. M. A. & N.	1881	115½
.. .. coupon	70,418,300	5	" "	1881	115¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	401,359,265	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	45
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	77-'78	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1881	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'83-'84	....
Kentucky—($2,750,510):				'76-'89	
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1861 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	51
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99¾
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99¾
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'83-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,382,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97¾
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	104¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	15½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,359	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	....
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	102½
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	....
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	106
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99¾
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	14½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$960,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala.& Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac.R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850–'80	579,500	6	" "	"	1880	99
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60[illegible],000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar.by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage { Penn. R. R. Co.}	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	33½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L.(sec'r'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,053,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota(Ill.C.:)						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79
Cedar Rapids & Mo.Riv.(C&N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh.C. & Nav.Co.(asu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds,gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Oakld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	800,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103¼
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	99
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	101
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,590,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8*	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1836	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan. & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort· not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	93
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5[illegible],000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.:	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.:	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Bloming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,030,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1890	96½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1896	97½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	100½
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.48.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112¼
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¼
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond	1882	....
Interest bonds	864,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	" "	1883	....
Interest (sterling) bonds	756,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	105
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¼
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1868	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,959,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	1,358,500	7	May & Nov.	"	1893	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90¼
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	'877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90¼
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& L.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	54½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	61½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln).....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	72½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	79½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,806	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	" "	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg Fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1858.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	103
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July,	"	1893	103
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly..	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	83½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	85
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	76½
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	102
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	6	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	78,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,250	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	75
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	65½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	64
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1878	....
Convertible Bonds	648,000	7	" "	" "	1862	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mortgage (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	98¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97¼
1st Mort. (Quincy & Tol 34 m.)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	92½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82¼
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91¼
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96¼
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.)	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	92¼
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84¼
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	86¼
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	u ne & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	60
Boat and Car Loan	756,650	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1875	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1876	....
Union:						
1st Mortgage	3,000,500	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	292,000	6	May & Nov.	"	1883	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,900	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	constrcut	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	14½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	—	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	287.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,288	*	460,243	174,262	4,582,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	173½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)		103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec. 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	145½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	26,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	*1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	129
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	14[illegible].7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	119½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	153
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept. 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983.932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,651	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	97½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	—	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	39½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	16,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	46½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶.. California.	120,432.717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S. Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to	o Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,596	769,265	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire..... New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	955,000	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	.....	.....	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
																		599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	109½

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262		90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	109½
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	55,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	—	—	.....	7,569,009	2,619,177	10	100	99½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0	—	(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—	—	(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	1389.9	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35.878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	69½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	—	—	—	(New roa	d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill&Mo.	1,700,000	*	.....	.....	1,400,000	700,000	.....	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific.	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	.....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago.	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	96,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	13½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629 225	1,386,437	12,781,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	88
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,611.501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	32½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,860	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	38	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	160
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	288,665	6	100	90
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	137½
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0	—	Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,600	—	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N.York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	8,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95[illegible],575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	¼	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,890	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	—	—	—	(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,3[illegible]8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10s	100	100½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	—	—	—	(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Kook	uk and	Dakota	R. R.)	—	—	—	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	—	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,150,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0	—	(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31.677	1,174,971	550,000	14,247	63,075	54.7	71,136	88,419	51,445	161,458	72,488	—	100	54
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—	—	(Opened	August 20,	1871.)		—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771.393	1,475,538	1,[illegible]00,000	562,526	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohessut	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Read	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138 971	222.368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Sept. 30, 1871	48.2	54.4	48.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610 277	365,965	1,871,637	635,308	8	100	103
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	(No info	rmation	furnishe	d.)	—	—	—	23.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	—	(N	o stateme	nt furnish	ed.)	—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—	—	(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796.854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	36,536,910	26,398,800	—	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	61½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,854	*	.....	.....	134,600	—	40,000	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	—	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	88.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	18	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	154,7[illegible]	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	182.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0	—	(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—	—	(Recently	eompleted	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7½	50	....
Sept. 30, 1871	50.0	43.7	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,340,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,841	316,738	8	100	129
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,546	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deekertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lackawa & Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)								18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	30
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,159	7.8	19,200	75,124	13,019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	760,000	—	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	....	....	....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N. Haven and Hartford R. R.)								—	...	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	10	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	21
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	107½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette.Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	....	....	....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,600	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,558	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	...
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	...
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	—	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	...
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N. Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	93½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	.....	.....	—	(Recently opened.)					—	100	...
Aug. 31, 1871	186.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*	.....	5,125,000	7,700,000	.....	8,290	211.0	.....	(Leased to Pittsb., Ft. W. & Chicago.)			420,225	10,233	—	100	...
										633,700			*14,682	285,050	355,000								56,618	7	50	...
																							842,000		100	...

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*				5,125,000	7,700,000			211.0				429,226	10,233	—	100	
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170			*14,682		285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft. W. & C	hicago.)	56,615	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000					600,000	500,000			21.5	(Leased	to Pacific	of Mo. at 4	5 p.c.—n	$42,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367			177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925			18,158,600	9,219,000	645,142			235.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	122½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,671,900	*			4,107,900	1,564,000				196.0				1,777,722		—	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.		*			6,000,000	8,500,000						(Under		construct		517,919	8	100	
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188				2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)		ion.)		—	100	
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616				34,850	40,000	686		9.5	sed	4,703	15,635	70,546		1,816	7	50	93
Mar. 31 1872	92.6	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*			1,500,000	1,500,000				(Recenti	y opened	—No retu	rns.)			—	100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,240	490,405	150,866		24.5	48,419	44,427	23,831	43,002		12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*			3,000,000	1,500,000	180,000		158.0				830,661		261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914				4,198,582	4,300,000					(Leased to	Chicago a	nd Alton	.)		—	100	
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington. Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426		254,684	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153 007		1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.					3,000,000				288.0		227,340	174,577	787,311		148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence... .Massachusetts.	363,560	*		17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.		29,688	6	100	97½
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.	1,057,495	*	115,500	64,593	1,168,153		68 732	703	10.0		(Under	construct	ion.)			—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000				600,000				20.8	(Leased	to Summit	Branch.)			62,500	11½	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900				1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382		Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*			3,500,000	3,750,000			197.5		(Not repo	rted—Sma	ll.)			—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*			2,500,000	150,000			199.0				674,921		266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶ .....Maine.	11.445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436		441,797	—	100	55
Mar. 31, 1871	22.4	3.6	3.2	—	...	...	...	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	34,736	1,000,000		15,297	91,563	22 4		(Operated	by Concor	d.)		101,392	10	100	136
ept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162		14,889	444	290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)		27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738	—	13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,753	528,395	1,690,968		210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.		*			1,285,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)			—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*			500,000	1,000,000			54.0		(No retur	ns obtaine	d.)			—	100	
Jun. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000				400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)			6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.		*				700,000			49.5	(Recenti	y opened	—No retu	rns.)			—	100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.	8,753,559	*	1,157,068		5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441		218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶..Tenn.		(Owned	and oper.	by Loui	sville and	Nashvill	e.)		82.6	352,636			462,571		12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock.....Arkansas.						2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)			—	100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*			1,074,289	3,500,000			130.7	497,646	210,189		924,207		205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443				265,625		55,000		4.7	(Leased	to United	Companie	s.)			—	100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*			800,000	250,000	424,000		27.0				73,489		25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	...	...	...	....	Michigan Air Line (E. D.)...Mich. & Ind.						225,000			20.0	(W. Div.	owned by	Michigan	Central.)			—	100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074		1,593,725	10	100	94½
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*			450,000	800,000			67.0	(Recenti	y opened	—No retu	rns.)			—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063	148,075		9,691	24,598	85.4	21,350	351,598	31,786	35,043		6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618				121,420	68,500			—	(Leased	to N. Y. &	Oswego M	idland.)			—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	350,476				121,730	225,000	64,800		13 0	23,870	29,531	15,550	48,681		18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871		144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*			1,500,000	1,100,000			58.0	(Recenti	y opened	—No retu	rns.)			—	100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115				65,426	118,500			12.5		(Leased to	Pennsylva	nia.)			—	25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695		2,840,341	—	100	51½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*			510,000	18,000 p.m			45.0	(Recenti	y opened	—No retu	rns.)			—	100	
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957				3,850,450				—	(Leased	to Phila. &	Reading.)				8	50	103
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,620,000	*			1,200,000	320,000			41.0		(No retur	ns furnish	ed.)			—	100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000				770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)				—	100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.		*				4,557,980			237.0				1,268,981		loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833			825,407	2,196,547	380,439		100.0	245,025			486,071		227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo. & Io.	1,600,000	*			800,000	860,000			—	(Recenti	y opened	—No retu	rns.)			—	100	
Mar. 31, 1872	62.0	—	1.8	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*			1,500,000				62.0	(Recenti	y opened	—No retu	rns.)			—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*			12,045,000	12,491,000			463.0		(No infor	mation.)				—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf. Kansas.	12,900,000	*			5,950,000	6,950,000			161.0				683,882		258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003				250,000	564,398	3,606		—	(Operat	ed by Mob	ile and Oh	io.)			—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145		87.0	100,735	48,778		201,935		22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	3,034,800	2,596,500	769,046		164.0				667,539		150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	116	...	...	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448		845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*			197,500	99,825			...	(Recenti	y complet	ed—No re	turns.)			—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*			700,000	2,300,000			—	(Leased	to N. Y. &	Oswego M	idland.)			—	100	
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931				150,315	177,000			10.3		(Leased to	Erie.)			25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.									80.0		(No infor	mation.)				—	100	
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956		53,329		418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,807		11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240				13,698,250	11,614,000			118.0				2,987,211		668,914	7	100	92½
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759		800,000		64,325	126,715	43.2	299,980	794,297	246,558	544,613		102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,446,133		396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,024,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215		144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶. Tenn. & Ky.		(Sold to	Nashville	and G	hattanoo	ga.)			172.5	544,211		59,145	444,389		257,542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,136	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762		240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285				977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)			7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000				700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)			—	100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418		52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N. Bruns.	2,500,000	*				972,000			126.0		28,005	97,443	144,439		57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*			163,905	75,756	5,689		—							—	100	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249				600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)		10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*			424,000	525,000			13.3		(Opened	August 18	71.)			—	100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.		(Unfini	shed.)		3,000,000	4,500,000			23.0			8,044				—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp. Conn. & Mass.	3,011,206	553,984	172,563	268,632	2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209		150,515	—	100	
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*			7,295,200	400,000			33.0	(Include	d in Unite	d Compan	ies.)			10	100	121
Jun. 30, 1871	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*			2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)			7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.		*	1,106,000		4,000,000	2,870,000			115.5	257,021	334,921	87,313	403,227		165,005	—	100	27
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000		63,499	115.6	370,953	437,263	222,390	505,355		138 998	8	100	
Feb. 28, 1871	206.0	—	11.6	—	48	40	10	650	N. Orleans, Jack. and Gt. North. ¶. L. & M.					4,200,000	9,500,000	1,000,000		206.0				1,669,777		404,685	—	100	
Dec. 31, 1871	313.0	—	....	535 0	...	...	...	....	N. O. Mobile and Texas....Ala. & Nash.									200.0							—	100	
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River. N.Y.	60,413,657	*			89,428,330	15,231,719	1,167		844.5	10,631 797			21,972,105		8,269,816	8	100	94½
Sept. 30 1871	120.7	21.2	45.5	—	39	85	36	725	New York and Harlem.. ...New York.	13,305,080	1,592,481	1,678,798		8,500,000	6,717,725			156.9	862,174	1,682,500	323,409	2,698,763		929,088	8	100	120

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,906	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,110	—	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	135½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	.Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	...	...	...	...	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	98
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	74
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	105½
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	..	....	....	....	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	—	278.0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶. Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	129½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.	6,942,765	*			(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	62
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*		34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	39½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	84
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	—	—	Orange and Newark.....New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,913	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse .....New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	40
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No	returns.)			—	100	116
Apl. 20, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,006	375,000	—	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania .....Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,069,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	109
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	231,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York. N.Y. & Penn.	4,829,887	461,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia.	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶.....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	174
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore. Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	110
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic..P., C., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93⅝
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	.....	.....	450,000	—	.....	.....	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	126
May 31, 1872	50.0	—	....	60.0	2	....	....	....	Port Royal.....South Carolina.	1,200,000	*	4,500,000	.....	3,000,000	2,500,000	.....	—	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170 000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	91½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,678	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	43.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	464,672	1,398,891	452,266	829,219	205,813	10	100	142¾
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	108
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	935	Rockford, Rock Island and St. Louis..Ill.	1,100,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	85
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23¾
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	—	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26	, 1871—No	returns.)		—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern.Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,659	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1¼	100	31¼
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	.....	—	45.5	60,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	—	—	2,667,600	1,629,000	.....	—	157.0	.....	(No report	furnishe	d.)		—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	—	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	778	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	32¾
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	72¾
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,328	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	171¼
Sept. 30, 1871	74.7	—	5.9	11.6	5	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,726,020	351,500	.....	—	74.7	96,738	131,547	38,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,813,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,779	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	—	—	2,500,000	—	—	—	—	(Leased	to Vermo	nt Central	.)		8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,286,244	272,534	224,674	26,448	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,418	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)	.....	306,088	.....	—	138.0	966,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	236,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,678	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,689	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	114¼
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	76
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	—	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,237	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,296	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,811	600	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,092	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)			—	50	....

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.........per ton 51 50 @ 52 —
Gartsherrie.........47 75 @ 48 —
Glengarnock.........— — @ 46 —
Eglinton.........— — @ 45 —
Pig, American, No. 1.........46 — @ 48 —
Pig, American, No. 2.........43 — @ 45 —
Pig, American, Forge.........35 — @ 37 —
Bar, Refined, English and American.........— — @ — —
Bar, Swedes, assorted sizes.........(gold). — — @137 50

—Store Prices.—

Bar, Swedes, 1½ x⅜ & 1½x⅜ to ⅞&⅞ sq. 1½ to 5x⅜ to ⅞ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½.........175 — @185 —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.........92 50 @ 95 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.........97 50 @100 —
Bar Refined, 1 & 1½ by ¼ & 5-16.........100 — @102 50
Large Rounds, 2½@2¾ to 3½ @4 in.........102 50 @117 50
Scroll.........112 50 @145 —
Ovals and Half-round.........120 — @140 —
Band, 1 to 6 in. by 3-16 to No. 12.........110 — @112 50
Horse Shoe.........120 — @122 50
Rods, ⅜@1-16 inch.........97 50 @140 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14...120 — @170 —
Nail Rod.........per lb. — 9½@ — 9⅞
Sheet Russia, as to assortment......(gold) — 17 @ — 18½
Sheet, Single, D. and T. Common......... — 6 @ — 7
Sheet, Doubles and Trebles, Charcoal.... — 7 @ — 8½
Sheet Galvanized.........List 10 per ct. disc,
Rails, English.........(gold).....per ton. 68 — @ 70 —
Rails, American, at Works in Penna..c'y. — — @ 78 —
Anvils (Eagle).........per lb. currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb. — 18½@ — 23
English Spring (2d and 1st quality)......... — 9½@ — 10½
English Blister (2d and 1st quality)......... — 14 @ — 18½
English Machinery......... — — @ — 14½
English German (2d and 1st quality)......... — 12½@ — 14½
American Blister......... — — @ — 11½
American, Cast, Tool......... — — @ — 17
American, Cast Spring......... — — @ — 11
American Machinery......... — 11½@ — 12
American German Spring......... — 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.........per keg. — — @ 4 75
8d. and 9d. ".........— — @ 5 —
6d. and 7d. ".........— — @ 5 25
4d. and 5d. ".........— — @ 5 50
3d. ".........— — @ 6 25
2d. and 3d. Fine.........— — @ 7 —
Cut Spikes, all sizes.........— — @ 5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca.........(gold).per lb. — — @ — 35½
Straits.........(gold). — 31½@ — 31½
English.........(gold). — 29½@ — 30
Plates—Fair to good brands.—Gold.— —Currency.—
I. C. Charcoal...per box.11 25 @11 50 13 25 @ 13 50
I. C. Coke......... 9 — @ 9 50 10 75 @ 11 25
Coke Terne......... 8 — @ 9 — 9 50 @ 10 50
Charcoal Terne.........10 20 @10 50 12 75 @ 12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)......... — 7½@ — 7⅞
Crude 40@47 gravity (in shipping order).. — 12½@ — 12⅞
Refined, Standard White (in ship'g order). — 17¾@ — 17⅞
Refined, S. W. (in jobbing lots)......... — 18 @ — 18½
Refined, S W. (in tin)......... — 23 @ — 25
Naptha, Refined (65@73 gravity)......... — 9½@ — 10½
Residuum....(in shipping order).per gall. — 10 @ — 10½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 38
Copper, Bolts.........— — @— 40
Copper, Braziers' (over 16 oz.).........— — @— 40
Copper, Nails.........— — @— 45
Copper, Old Sheathing, &c., mixed lots.....— 26 @— 27
Copper, American Ingot.........— 26½@— 27
Copper, English Pig.........— — @— —
Yellow Metal, New Sheathing & Bronze...— — @— 27
Yellow Metal, Bolts.........— — @— 32
Yellow Metal, Nails, Sheathing & Slating ..— 27 @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.........(gold) per 100 lb. 6 50 @ 6 62½
German Ordinary.........(gold) 6 50 @ 6 62½
English.........(gold) 6 62½@ 7 —
Bar.........— — @ 9 25
Pipe.........— — @10 50
Sheet.........— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.......16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.........16 — @18 —
Liverpool House Cannel.........— — @22 —
Anthracite (by cargo)... per ton of 2,000 lb. 5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston, Hart. & Erie...	3	2⅝	2⅝	2⅞	2⅝	2⅞
Canton Co.	102	....	....	100	104	101
Central Pacific 6s	100½	....	100⅝	....	100¼	100⅛
Central of N. Jersey	....	....	....	103⅞	103½	103⅛
Chicago & Alton	....	109¼	109	109⅛	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	102¼	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	98¼	98¼	98¾	....	99	99¾
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	71¼	70¾	71½	70⅝	69¾	69¼
.. pref	82	84	83¾	85¼	....	84
.. 1st M	102	102	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	....	....	....	....	92¼	....
Chic., Rock Isl. & Pac.	110⅝	111¼	111⅜	111⅜	110⅝	110⅝
Chi., R. I. & Pa. 7s, 1896	....	102¾	....	....	....	....
Clev., Col., C. and Ind.	86¼	88	88	88	....	....
Clev. & Pittsburg guar.	88	88¼	88¼	....	88⅞	88⅞
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	85¼	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	32¾	32¾	33¼	33¼	32⅝	32¾
.. 1 M	87	88⅞	....	88⅞	....	88¾
.. 2 M	....	72⅛	72	....	....	....
Del. & Hudson Canal	114⅛	....	....	....	....	....
Del. Lack. & Western	101⅛	101½	....	101	100¼	100⅜
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Erie Railway	59¼	58⅞	64¼	62¼	59⅞	61¼
.. pref	....	....	72	....	....	72
.. 1 M. 7s, 1897	....	....	103¼	103½	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	102	....	....	....	....
.. 4 M. 7s, 1880	....	....	....	....	99	....
.. 5 M. 7s, 1888	....	97	....	....	....	....
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	88¼	....	....	....	....
Hannibal & St. Joseph	41	41	41	41	40¼	39
.. pref	....	....	....	....	....	....
.. 8s, conv.	91¼	....	....	91¼	....	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	106	107¼	107½
.. 7s	103	....	....	102	....	....
Lake Shore & Mich. S'th.	94¼	94	93¾	93⅞	93⅝	93¼
Lake Shore Div. bonds	....	....	....	....	97	96⅛
Marietta & Cin. 1st pref	....	....	....	....	....	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	93⅛	93¼	93	94¼	94	94¼
.. S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	105	....	....	....
.. 2 M	....	....	98⅝	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Milw. and St. Paul	53⅞	53¼	53¼	53½	52¼	51¼
.. pref	74¼	74¼	74¼	74⅞	....	....
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 8s	....	....	....	....	....	....
.. 7 3-10s con.	100	....	....	....	....	....
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	94	....	94	....	93⅞	94
.. H. & St. J. iss.	....	....	....	....	....	93
Morris and Essex	92¼	92¼	....	92	92½	92¼
.. 1st mort	....	....	....	104¼	105	104¼
.. 2d mort	103	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	104⅜	104¼	104	104⅜	104	104⅜
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 6s, S.F. 1883	....	....	....	....	....	....
.. 6s, S.F. 1887	....	93	93	92¼	....	....
N. York and Harlem	128½	128¼	129¼	129	129	129
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	135¼	135	135½	....	....	....
N. Carolina 6s, old	....	....	....	....	28	....
.. new	....	....	....	....	....	....
Ohio and Miss.	40½	41	41½	41	40¼	39¼
.. pref	....	....	....	....	....	....
.. 2d M	....	84¼	....	....	84¾	....
Pacific Mail S. S. Co.	38¾	38¼	38⅝	39¼	37¾	36⅞
Panama	110	111¼	113	117	115⅞	116
Pitts., Ft. W. & Chi. gtd.	93⅜	....	....	....	93½	93⅜
.. 1 M	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	98¼	....	....
.. 2 M. pref	90	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	81	....	....	81	....
.. new	80½	....	....	81	81	....
Tol., Wab. & Western	71¼	71⅜	72⅜	72⅜	72	71⅞
.. pref	....	....	....	....	....	....
.. 1 M	98¼	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
.. Equipment	....	....	....	....	83	....
.. St. Lou. Div.	....	....	92¼	....	....	....
Union Pacific	28¼	28¼	29	29¼	28½	27⅞
.. 1st mort	82	82	81¾	82	81⅞	82¼
.. L. Gt. 7s	70	70¼	70¾	70¼	70⅝	70⅛
.. Inc. 10s	....	60	....	59¾	....	59⅝
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol	53¼	53½	55	54	....	53⅜
.. def. cert	10⅛	....	....	....	11	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Federal Stocks:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	114¼	....	114¼	....	....
U. S. 5s, 10-40s, coup	....	....	....	115	115	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	115½	....	115⅞
U. S. 6s, 1881, reg	118¼	....	....	118⅛	....	118⅜
U. S. 6s, 1881, coup	119¾	119⅞	....	....	120⅛	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	116⅞
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117¾	....	....	117½	...	117¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118⅞	119	....	119	119¼	....
U. S. 6s, 5-20s, r. n. '65	116¾	....	....	116¼	....	115¾
U. S. 6s, 5-20s, c. n '65	117⅞	117¼	....	....	117⅞	118
U. S. 6s, 5-20s, reg. '67	....	....	....	116⅝	....	117
U. S. 6s, 5-20s, c. 1867	118¾	118¾	....	118⅞	119¼	119
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	118½	118⅜	....	118⅞	....
U. S. 6s, Pac. RR. issue	114⅜	....	....	....	114½	115¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa preferred	43	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	97	....	97	....	....	96¾
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	38¼	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	39⅜	....	39¼	39½	....	39
.. 6s, 1884	90½	....	90	....	90	....
.. Gold L.	90⅞	....	90¾	....	91½	90¾
.. R. R. L.	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61⅜	61⅜	61¼	61¼	61¼	61½
.. 6s new coup	....	....	....	....	....	95
.. 6s new reg	....	....	97	97	....	97
Little Schuylkill R.R.	....	....	....	....	46¼	....
.. 7s	....	....	....	....	....	....
Minehill	51¼	....	....	51½	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	49½	....	49
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	101½	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	37	....	....
Oil Creek & Alleg. Riv.	....	27	....	27	26⅜	27
.. 7s	....	....	....	....	....	....
Pennsylvania R. R.	54¼	54⅜	54¼	54¼	54⅛	54¼
.. 1st M.	100¼	....	....	....	....	....
.. 2d M.	....	....	99½	....	....	....
.. Gen. mort.	....	....	91½	....	....	....
.. .. reg.	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	101	101	101	101	101	101
Philad., Germ. & Nor.	....	....	....	....	....	87
Phila. & Reading	55¼	55½	55⅞	55½	55⅜	55½
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	90	....	....
.. 7s	....	....	....	89⅞	90	90
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	6½	....	....	....	....
.. pref	....	....	....	....	....	13
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122	121¼	121½	121½	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	99	99¼	99½	99¼	....	....
.. 1886	....	....	....	....	....	....
.. 1890	98⅛	98¾	98¾	98¾	98¾	99
.. 1884	....	98	....	....	....	....
.. 1900	....	....	....	98¼	....	98¾
Balt and Ohio	....	....	173½	....	....	173½
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	98	....
Marietta & Cin. 1st M.	103¼	....	102¼	....	....	....
.. 2d M.	91	91	91⅛	....	91⅜	....
.. 3d M. 8s	81⅝	....	....	....	81¼	81½
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	88	....	....	....
Pittsb. & Connellsv. 7s.	94	93¾	93¾	....	....	93¾
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53	53	54	54	....	54
.. Defer. Certif.	....	10⅜	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F 18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	146	....	145½	145¾	....	145½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	119¾	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	33¾	33	33½	33½	....	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	98½	98½	99	....	99½	....
Concord	....	....	....	....	....	....
Connecticut River	....	137½	....	....	....	....
Eastern	103½	....	....	....	....	103
Fitchburg	129	129	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	93	92¾	93	93½	94½	94
Northern, N. H	....	....	....	....	105½	....
Ogdens. & Lake Champ	62	....	....	....	....	....
" pref	99	99	....	....	....	....
Old Colony	111	....	111	111½	111½	111
Ph., Wil. & Baltimore	53¾	53¾	54	54¾	55	55
Portl'd, Saco & Ports	126	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	81½	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	69	....	....	70	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	101	....	101	101½	....	101¾
Metropolitan	59	....	....	....	59½	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	23¾	....	....	....	22¾	....
Franklin	7	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	9	....	....	....	....	....
Quincy	42½	....	42	41	40¾	

London Stock Exchange.

	Closing Prices. July 11.	July 4.
Atlantic & Gt. W. 1st mort., $1,000	74 — 76	76 — 77
Do. 2d mort., $1,000	66 — 68	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	43 — 45	46 — 48
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	90 — 91	90½ — 91½
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid	47 — 47½	49 — 49½
Do. 6 per cent Convertible Bonds	96½ — 97½	96½ — 97½
Cons Mort. amount autho. to be issued for conv. of existing bonds	94 — 95	— — —
Illinois Central $100 shares all paid	86 — 88	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	86 — 89	86 — 89
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort	78 — 82	78 — 82
Panama General mort	91 — 93	91 — 93
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	96½ — 97½	96½ — 97½
Do. $50 shares	42½ — 43½	42½ — 43½
Philadelphia and Erie 1st mort	97 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	96 — 98

American Railroad Journal.

Saturday, July 26, 1873.

Stock Exchange and Money Market.

The Money movement has been in favor of borrowers as a rule, though no marked changes in rates have been noted, since our last; call loans having been quoted generally at from 2@5, mainly at 3@4; and choice to good mercantile credits at from 6@8 per cent per annum. The offerings on both bank and private account have been very liberal, and lenders have been even more accommodating in their views. The renewed activity at the Stock and Gold Exchanges has tended to stimulate the speculative demand; but the wants of responsible borrowers have been quite promptly provided for at the ruling quotations. The heavy specie exports diminished the coin reserves of the city banks; while the deposit and legal tender averages were enlarged. The percentage of reserve to liabilities held by the national banks is 30.87, and by the state banks, which are under no restrictions as to reserve, 26.62, making the average of both classes, 30 34 per cent. The U. S. Sub-Treasury at this point augmented both its currency and specie reserves, during the week. The reports from trade circles are of a more encouraging movement in the Dry Goods line. The domestic jobbing houses are better employed, and there is no great excess of foreign goods coming in to discourage the Importers. Of course a good many of the latter complain of inadequate profits and make frequent references to the poor trade in the Spring, but it is abundantly evident that the fine promises of the new or coming crops, and the large receipts to meet the export demand for the produce of last year's crops, have put a very cheerful look upon the prospects of trade. In turn, the same causes are helping the traffic of the railroads, and indirectly, financial confidence in Wall-street. The city banks last week reported an increase of over 1¼ millions in their deposit line, and over half of a million in their legal tender, with a decrease of about 2⅜th millions in their specie reserves. They enlarged their loan and discount averages nearly 1¾ millions and reduced their circulation slightly.

The city banks again receded slightly on their obligatory reserve, the last statement showing that they had $14,274,125 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, augmented its coin balance nearly half a million; and its currency reserve nearly 1½ millions. Its currency reserves at the close of the week were $27,238,653; and its coin board, $40,700,674.

The clearances of the city banks averaged through the week about 87⅞ millions a day, and amounted in the aggregate, for the whole week, to $527,666,746, as against $462,657,569 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,475,453 and its coin reserve $908,716 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $32,273,600, against $29,571,800 same time last year. The city bank deposits are now $240,206,400 against $247,551,300, week ending July 20, 1872. The legal tender reserve amounts to $48,872,500, against $52,895,600 same time last year. The circulation now stands at $27,281,500 against $27,376,000 same time last year. The loans are now $289,878,100 against $297,214,500 at this date last year.

The coin reserve of the city banks is now a little over 32¼ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is 48⅞ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 240¼ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell Gold, as follows: Thursday, July, 31, $1,000,000.

The cash balances in the Treasury Department on Tuesday were as follows: Currency, $8,090,529; special deposit of legal tenders for the redemption of certificates of deposit, $33,995,000; coin, $78,939,813; including coin certificates, $43,268,200; outstanding legal tenders, $356,000,000.

Government revenues have been on a rather more liberal scale, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $5,774,064. The customs at the port of New York, for the week, were $2,344,198, and at the outports, about $800,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $4,180,506 of currency, and $6,001,531 of gold, the latter including $2,473,000 from customs; and disbursed $2,705,052 of currency and $5,092,815 of gold, the latter embracing $1,243,849 of coin interest.

There has been quite a spirited speculative movement noted in Gold, since our last, the operators for higher rates having evinced decidedly more determination and confidence though the actual dealings have not been very extensive. The customs drain has been on an enlarged scale, while the export movement has been quite heavy, said to have been in good part, on speculative account. The range of the price during the week has been from 115¾@116⅜, and the quotation on Wednesday was 115⅞ against 116 on Wednesday of the preceding week. The specie outflow last week, was $4,944,534. The Gold Exchange Bank clearances have averaged about 36⅛ millions per day during the week.

The specie exports on Wednesday were $337,575.

The customs demand for Gold last week, averaged $412,170 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,932,198, against $2,732,839 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $69,692,400 against $81,311,255 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $46,281,524, against $51,829,645 during the same time in 1872.

The export drain of specie was $4,944,534 last week, against $4,641,026 same week preceding year. The shipments since January 1, 1873, have been $36,569,889 against $48,254,281 during the same portion of 1872.

Foreign Exchange has been in better supply and quoted cheaper, on a less active inquiry. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, at 110@110¼. The week's exports of Domestic Produce have been to the currency value of $6,529,662.

Government securities have been quite confidently dealt in, in good part by purchaser, for investment account at higher prices, closing buoyantly. Most of the favorite issues have been in limited supply, in the open market.

U. S. sixes of 1881 closed on Wednesday of this week at 120@120¼; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117¾@118; U. S. Five-Twenties of 1865 119⅛@119⅜; U. S. Five-Twenties of 1865 consolidated 118@118⅛; U. S. Five-Twenties of 1867, 119@119¼; U. S. Five-Twenties of 1868, 118⅛@118¾; U. S. Ten-forties at 115⅛@115¾; U. S. Fives of 1881 (Funding Loan) 115¾@116; Six per cent. currency Sixes from 114⅜@114½.

In the Railway and Miscellaneous share speculation the dealings have shown much more activity, with values quoted much stronger, though fluctuating widely, especially on Erie Shares, which have been very freely dealt in, the operators for a higher range of prices having had the advantage, very decidedly.

State bonds have been rather stronger in price, on a fairly active inquiry for the favorite loans, chiefly on investment account.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 9.	July 16.	July 23.
Consols	92⅞	92⅝	92¾
U. S. 5-20s, 1865	93½	93¾	93⅞
" 1867	93⅛	93¼	93¾
" 10-40s	90⅛	90¾	91
New Fives of 1881	90¾	*89⅞	90¼
Erie	48⅞	46½	46⅞
Ill. Central	....	*82	83

* Ex interest.

Railway Mortgage Loans of the more substantial character have been in very good request at generally firm and buoyant prices. Central Pacific Sixes have been in good demand at from 100½@100¾ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been more inquired for at 90, and interest. Chesapeake and Ohio Sixes have been of ready sale at 88½ and interest. Western Pacific Sixes at 92¼@92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been more actively sought after, by investment buyers, at par and interest.

General business has shown more life, though the dealings thus far have not been indicative of anything like a comprehensively active movement. Metals have been in moderate supply. Copper has been depressed and lower, with sales reported of 75,000 lbs. at 26½c.@26¾c. per lb. Pig iron has been held with more firmness, though on a rather moderate demand, with sales reported of 30 tons Gartsherrie at $50; 75 tons Coltness at $51 50; 50 tons Eglinton, in lots, at $47, with full parcels quoted at $44@$45, and Glengarnock at $45@$46, here, and $43 to arrive; and 650 tons American on private terms. Other kinds of Iron quiet. We now quote: Eglinton Pig at $44@$45; Glengarnock, at $45@$46; No. 1 American Pig at $45@$48; No. 2 do. at $41@$45; Wrought Scrap at $46@$48; English rails at $65@$68, gold; American Rails, at works, at $75@$80. Old Rails $50@52. Pig Lead has been quiet since our last with foreign quoted at 6⅝c., gold, for ordinary. Spelter has been dull at 7½c.@7⅝c., gold. Pig-tin has been inactive with sales reported of only 5 tons English, to arrive, at 29c., gold.; Straits quoted at 31½c.@31¾c.; English at 29½c., and Banca, at 35c., gold. Tin Plates slow of sale; Charcoal Plates quoted here at $11 12½@$11 50; Charcoal Terne, $9 75@10 50; Coke, $8 75@$9 25; Coke Terne, $7 75@$9, gold, per box. Zinc neglected. Hardware and Earthenware have been quiet.

Domestic produce has been attracting more attention; and Breadstuffs, Provisions, Cotton, Wool, and Tobacco have been quoted steadier in price, though Flour, Wheat, Corn, Oats, Pork and Lard closed rather weak. Middling upland Cotton left off tamely at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,532,574 bales, against 2,665,965 bales same time in the preceding year; exports 2,582,744 bales against 1,915,936 bales in the previous year; stock at the ports at latest dates, 191,840 bales against 126,625 bales same date 1871.

Foreign goods have been in more general request, especially Dry Goods, and Groceries, and held with more firmness. The week's imports of foreign goods and merchandise amounted to $6,580,855 including $2,256,767 of dry goods.

Ocean freights have been more active, and rates have been generally well maintained. The main call has been for room, suited to the Grain, Petroleum, Tobacco, and Naval Store trades.

At the Live Stock Markets, Beeves have been in less demand yet held more firmly at from 8½@13¼ cts. Veals in moderate request at 3@9½ cts.; Sheep at from 4½@6¼ cts.; Spring Lambs, 7@11½ cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 7,311 Beeves, 3,025 Veal Calves, 31,035 Sheep and Lambs, and 30,267 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 26½; New Jersey R. R., 121; Rome, Watertown and Ogdensburg R. R., 85; Pacific R. R. of Mo., 40; Canada Southern 1st mort., 89½; Burlington, Cedar Rapids and Minnesota 1st mort., 88¼; Mil. and St. Paul 1st mort. Iowa div, 81½; Ohio and Mississippi consol., S. F., 92; New Jersey Southern 1st mort., 74; Clev., Paines. and Ash. 7s, old, 97; Buffalo and Erie 7s, new, 97½; Boston, Hartford and Erie 1st mort., 33½; Toledo, Peoria and Warsaw 1st mort. E. D., 91; do. W. D., 90½; do. 2d mort., 75; do. Burlington div., 84; Detroit, Monroe and Toledo 1st mort., 100½; Michigan Central 7s, 98¾; Delaware, Lackawanna and Western 7s, conv., 101; Hannibal and Naples 1st mort., 85½; Cedar Falls and Minnesota 1st mort., 80; Western Pacific Bonds, 92¾; Western Union Telegraph, 90¾; do. 7s, 100; Atlantic M. S. S. Co., 1¼; Consol Coal of Md., 55½; Maryland Coal, 23; Am. Coal 65; Great Western 1st mort., 1888 97; U. S. Exp., 71½; Adams Exp., 95; Am. Exp. 65; Louisiana 6s, old, 51; N. Y. State 7s B. L. reg., 104¾; do. coupon, 105½; Georgia 6s, 73; Alabama 8s, 1893, 84; do, 5s, 45; South Carolina 6s, new, Jan. and July, 14½; Brooklyn 6s, P. L., 92¼; do. W. L., 93⅝.

Philadelphia.—Pennsylvania and New York Canal 7s, 99; Morris Canal 1st mort., 94; Schuylkill Nav. 6s, B. L., 74; West Jersey 7s, 102; Lehigh Valley 7s, 105; Oil Creek 1st mort., 80; Philadelphia and Reading Gen'l mort. 7s, reg., 103; do. coupon, 100¾; do. 7s, new, conv., 103; Ithaca and Athens 7s, 100; West Chester and Philadelphia 7s 102¼; Pittsburg, Cincinnati and St. Louis 7s, 78; Huntingdon and Broad Top Mt. 1st mort., 104¼; do 2d mort., 90; Catawissa R. R. 19⅞; Camden and Atlantic pref., 42; do. 2d mort., 94; Nesquehoning R. R. 55; Wilmington and Reading 1st mort., 98½; Schuylkill Nav. 6s, 1895, 71; Camden City 7s, 104. The latest quotations are: City 6s, 97@97½; do. free of tax, 100⅞@101; Pennsylvania State 6s, 1st series, 100¼@101; do. 2d series, 102¼@103; do. 3d series, 105½@106½; Philadelphia and Reading 55½@55½; do. Gen'l mort. 7s, coup., 100¾@101½; do. reg., 102¾@103; do. mort. 6s, 1880, 95@97; do. 7s, new, conv., 102½@102½; United New Jersey R. R. and Canal Co., 122¼@121½; Camden and Amboy mort. 6s, 1889, 96½@97; do. 1883, 90@92; do. 1889, —@92½; Pennsylvania R. R., 54⅜@54½; allotment, 54¼@54½; do. 1st mort., 100@100½; do. 2d mort., 99¼@99½; do. General mort. coupon, 91@92; do. reg., 96@96¾; Little Schuylill R. R., 46⅜@46⅝; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95; Susquehanna Canal, 6@7; do. 6s, 74½@75; Schuylkill Nav., 6@7; do. pref., 12½@13⅜; do. 6s, 1882, 71@74; do. 1872, 78½@80; Elmira and Williamsport pref., 37½@38½; do. 7s, 1873, 95@96; 5s, do. 58@60; Lehigh Coal and Navigation 39@39⅛; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 90¾@91; North Pennsylvania, 48@50; do. 6s, 97@—; do., 7s, 100½@101½; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24¼@25; do. 6s, 89¾@90; Minehill, 51¼@51½; Catawissa, 19¾@20; do. pref. 42⅝@42⅞ do. new pref., 32⅝@33; do. 7s, 1900, 102@103; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 94@95; do. reg., 96@97; do. 7s, 104½@105; Fifth and Sixth streets, (horse,) 51@54; Second and Third, 56½@58; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 58@65; Hestonville, 18½@19½; Germantown, 30@—.

Boston.—Michigan Central 8s, 1880, 105; Burlington and Missouri R. R., 97½; do. 8s, in Nebraska, 98¾; Vermont and Canada Equipment 8s, 80; Jackson, Lansing and Saginaw 8s, 100; Boston and Providence R. R. 7s, 105; Chicago, Burlington and Quincy 7s, 95; Portsmouth, Gt. Falls and Conway R. R., 91½; Connecticut and Passumpsic Rivers R. R. 90; Rutland pref. 55; Cincinnati, Sandusky and Cleveland R. R., 13½; Norwich and Worcester R. R., 129½; Atchison, Topeka and Santa Fe R. R. 14½; do. 1st mort., 72¼; Boston Water Co., 26; Cary Imp., 9⅝; New Hampshire 6s, 98½; Chicago 7s, 99½; Cambridge 5s, 1893, 95; do. 1883, 96⅜; Allouez Mining Co., 17; Calumet and Hecla, 153¼; Hanover, 50c.; Humboldt, 1; Madison, 60c.; Petherick, 2; Pontiac, 87½c.; Ridge, 9¼; St. Clair, 2½; Shuniah Silver, 50c.

Baltimore.—Western Maryland 3d mort. guar., 95; Union R.R. guar. by Canton Co., 93½; Orange, Alex. and Manasses 7s, 79¾; Orange and Alexandria 1st mort., 93½; do. 2d mort., 36⅛; Virginia and Tennessee 8s, 88; Central Ohio 1st mort., 89; Northern Central 6s, 1900, gold, 90¾; Santa Clara Mining Co., 3; Virginia consols, coupons, 75½; Memphis City 6s, 53. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@79; Pittsburg and Connellsville 7s, 1898, 93¾@93⅞; Baltimore and Ohio, 173¼@173⅞; do. 6s, 1875, 97@97¾; do., 1880, 96¾@97; do., 1885, 98@—; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90½@90¾; do., 1900, 88@88½; do., 6s, 1900 gold, 90¾@90⅞; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 97@97; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@103; do., 2d mort., 7s, 91¼@91⅜; do., 3d mort., 8s, 81⅜@81½; Central Ohio, 41⅛@42; do. pref., 40@41; do. 1st mort., 88¾@89¼; Western Md. 1st mort. 6s, 1890, 86½@90; do. 1st mort. guar., 95@97; do. 2d mort. guar., 94¼@95; do. 3d mort., guar., 95@95¼; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@76; Orange and Alexandria 1st mort. 6s, —@96; do., 2d mort. 6s, 86⅛@86¼; do., 3d mort, 8s, 89⅝@91; do., 4th mort. 8s, 82@82; Orange. Alex. and Manassas 7s, 79½@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 76@—; do. 8s, 3d mort., 87⅞@88; Baltimore 6s,

1875, 99¼@99½; do., 1884, 98½@—; do. 1886, 98½@—; do. 1890, 99@99⅙; do., 1893, 100@100; do. 1893, exempt, 103@—; do., 1900, exempt, 98½@98½; do. 1900, new, 99@99½; do. 1902, 98¼@99; Memphis City 6s, 52@53; Maryland Defense Loan, 1883, 104½@104½; Virginia 6s, old, 35@37½; do. coupon new, 37@39; do. consol. 6s, 53⅞@54⅛; do. coupons, 75@75; West Virginia, 11@11¾; City Passenger R. R., 16@18½; George's Creek Coal, 120@—.

The Hudson Highlands Suspension Bridge.

It is stated that the Erie Railway and the New York, Boston and Montreal Railroad have combined in offering the Hudson Suspension Bridge Company a loan of $8,000,000 for the construction and operation of the bridge. The offer has been accepted, but the details of the terms of agreement have not yet been completed. The bridge is to span the river in the Highlands, and is to reach from Anthony's Nose to Fort Clinton. The location will necessitate the building of a branch road from Turner's on the Erie Railway, running in an easterly direction, and another branch road from Anthony's Nose to Lake Mahopac or Brewster's to connect with the New York and New England and other railroads. Surveys have been made for both of these branch roads, but the route has not been definitely settled.

The great piers of the bridge are to be not of masonry but of iron. The estimated cost of the bridge is now over $3,000,000. The design of the bridge is the combination truss and catenary single span. The main cables will consist of two series, the upper and the lower, the former being hung from the towers on each side, and the latter being anchored in the rocks near the base of the towers. There are to be twenty-four cables fourteen inches in diameter each, and divided into four systems. The body of the bridge will be constructed of a combination of steel and iron wire work. There will be two decks, one for the accommodation of foot passengers and the other for railroad trains. The length of clear span of the bridge is to be 1,660 feet, which, with the length of the approaches, will give a total length of 2,450 feet. It will be elevated above high water at least 150 feet. It is estimated that there will be required to construct the bridge 70,000 miles of wire, 17,000 tons of iron and steel and 60,000 yards of masonry.

☞ The National Railway Company has filed in the office of the clerk of the county of Mercer, at Trenton, N. J., as security to bond holders, a first mortgage, amounting to $3,500,000. The mortgage is secured by the American Trust Company. The bonds are for $1,000 each, to run twenty years, at 7 per cent annual interest in gold, and are convertible at the option of the holder or company into bonds that may be issued under a $5,000,000 mortgage on the same railroad, when consolidated with the Philadelphia and Yardleyville Railroad, the building of the latter in connection with and as part of the through line from New York to Philadelphia, intended by the National Railway Company, furnishing the basis for such proposed increase of bonds from three and a half to five millions.

☞ The Mahoning Coal Railroad Company have filed papers with the Secretary of State of Ohio, looking to the construction of two short branches.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Iron Ore of Piedmont, Va.

The Alexandria *Gazette* says that President Barbour, of the Washington City, Virginia Midland and Great Southern Railroad, and Major R. F. Mason, of the land bureau of the same road, and Gen. Pleasants and Mr. Lorentz, engineers of the Reading (Pennsylvania) Railroad, and the gentlemen who accompanied them in their tour of inspection over the main line of the former road, have returned to Alexandria, Va., after a most pleasant trip, and then adds:

The engineers are more than satisfied with the result of their inspection of the iron ore in quality, and quantity in which they were particularly interested, and express themselves very confident that at no distant day there will be a large traffic in iron ore over the road. With a view further to ascertain the advantages for the transportation of iron, Mossrs. Barbour, Randolph, Pleasants and Lorentz on Tuesday visited Jones' Point and the river front at the southern end of Alexandria, where suitable wharves can, at a comparatively small outlay, be constructed for the shipment of iron and the receipt of anthracite coal, it being the purpose of the Reading Company, if satisfactory arrangements can be effected, to ship coal to that place, and in return take iron, either in the ore or pigs. It is the impression that it will be found much more profitable to have furnaces at Alexandria, where land can be had at a very low figure, and thus save the cost of transporting the ore. General Pleasants and Mr. Lorentz express the opinion that the quality of the iron ore in Albemarle, Nelson and Amherst and on the line of the Danville extension is equal to that of Missouri and Lake Superior, and as being in almost inexhaustible quantity.

☞ Governor Dix has appointed Randolph Wilthaus, Abram Duryea, Edward R. Bell, J. F. DeNavarro and Q. A. Gilmore, commissioners to locate the line of the proposed Gilbert Elevated Railroad in New York City.

☞ The appointments of General Superintendents on the Northern Central Railroad are as follows: between Harrisburg and Baltimore, G. Clinton Gardner; between Erie and Harrisburg, W. A. Baldwin; between Williamsport and Canandaigua, J. A. Redfield.

☞ BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST.,
NEW YORK, July 25, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

IT IS COMPLETED AND DOING A LARGE, PROFITABLE, AND RAPIDLY INCREASING BUSINESS.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the SUBSTANTIAL AND ENDURING CHARACTER OF THE ROAD ITSELF, ITS ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

☞ The point of connection of the Shenandoah Valley Railroad with the Chesapeake and Ohio Railroad will soon be decided. Two points are spoken of—Staunton and Fishersville. Colonel A. W. Harman, one of the contractors on the Valley Railroad, left for Lexington Thursday, to break ground there for the extension from Staunton to Salem. Friday, ground will be broken in Rockbridge, Botetourt and Roanoke. The line will go by way of Fincastle.

☞ The Richmond *Dispatch* states that the Church Hill tunnel under that city, by which the Chesapeake and Ohio Railroad will be enabled to land its freights on the wharf of the James river, is nearly completed, and that a double track is to be laid by that company through the tunnel.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 8, are: freight, $34,027 00; passengers, $32,999 98—total, $67,026 98.

☞ Mr. Henry Tyson, the Fourth Vice President of the Erie Railway Company, is also President of the Baltimore City Passenger Railway Co.

Journal of Railroad Law.

COMMON CARRIERS—THEIR LIABILITY FOR SAFE DELIVERY OF GOODS BEYOND THEIR OWN LINES—RULES AS TO LIMITING THEIR OWN LAW LIABILITIES.

The facts of the recent case of The Illinois Central Railroad Co. *vs.* Frankenberg (54 Ill., 88) are fully and clearly stated in the following opinion by—

BREESE, C. J.—The question presented by this record is one of great importance to the public and to the railroad interests of this country, and has our most careful consideration.

It is a question on which the courts of this country are not in harmony with themselves, nor with those of England, to whose decisions we are accustomed to refer as evidence of what the common law is, on any subject which has engaged their deliberations.

The question is, as to the extent of the liability of a railroad company as common carriers of goods and property.

While there is no difficulty in defining, in general terms, when the liability of common carriers begins, the courts of this country are not agreed as to the point when it terminates.

A common carrier is defined to be one who undertakes, for hire, to transport the goods of such as choose to employ him, from place to place. Railway companies are under obligations to receive and transport all goods which may be offered to them for such purpose, and without delay. They can not lie by, as the wagoners in early times were accustomed to do, for a rise in the price of freights. They are regarded by all courts as common carriers, resting under a duty to transport such articles as may be delivered to their agent authorized to receive them. They may demand the freight money in advance and if not paid, refuse to carry the goods, but when they are received they are at the risk of the carrier, and from which time he is regarded as an insurer, and held to the most stringent responsibilities, from which he can only be relieved by the operation of one of two causes, the act of God or the public enemy. Public policy has always demanded this rule, inasmuch as the goods are entirely in the power of the carrier, and it being so easy for him to conceal his fraud or misconduct, and so difficult for the owner to prove it, that the law does not permit the inquiry, but supplies the want of proof by a conclusive presumption. Porter *v.* Chicago and Rock Island R. R. Co., 20, Ill., 407. Baldwin *v.* American Express Co., 23 ib., 197.

The liability of the carrier commencing with the receipt of the goods, it necessarily continues until they are delivered by him at their place of destination, where the owner or consignee is bound to be present to receive them, and pay the freight for them, if not previously paid. If he be not present to receive the goods, they can be placed in a safe and sufficient warehouse when the liability of the carrier ceases, and that of a warehouseman begins.

The important question now arises, is he thus bound to carry and deliver to a point or place not on his route?

This is a question not settled by the courts of this country, though the received doctrine may be said to be, that the carrier is not responsible beyond his own route, except upon his special undertaking so to be liable.

By the law of common carriers, their liability was fixed on the receipt of the goods to be carried. They are insurers of the goods, and if not delivered at their place of destination, they are accountable for them, and when called upon to account for them, the onus of proof is upon them, and they are chargeable with their value, unless the loss was caused by a force superior to human agency, which no foresight could have guarded against, or by the public enemy.

This is the extent of the liability of common carriers by the common law. The receipt of goods by them is all that is necessary to fix this liability, so that if a parcel or package be delivered to a railroad at Chicago, marked for Louisville, Kentucky, or at any other place off their route, and they receive it to carry, they are bound, by this rule of common law, if the parcel or package be lost, to account to the owner for its value. The contract of the shipper is with the carrier in whose custody he placed the goods.

A responsibility so vast being cast upon carriers by the common law, it soon became a question how they could remove or lessen it. A resort was had to a general notice, which was held by this court and other courts to be insufficient. Western Transportation Co. *v.* Newhall, 24 Ill., 466. But it was held by this court, in the case of the Illinois Central R. R. Co. *v.* Morrison *et al.*, 19 *ib*, 136, that such carriers may relieve themselves from their general liability by special contract. In that case Morrison, by his writing, under seal, in consideration by a reduction of freight charges upon a lot of cattle, assumed the risk of transportation, and released the company from all claims which might arise from damage or injury to the stock while in the cars, or for delay in its carriage or for escape from the cars and, generally, from all claims except such as might arise from the gross negligence or default of the agents or officers of the company.

We have examined all the cases cited upon both sides of this question, and pondered them, anxiously desiring to recognize a rule which, while it shall not perplex and injure the commercial interests of the country, shall at the same time protect the carrier's interest, or, at least, be of so much service to it that the proprietors of that interest may know and understand the full extent of their obligations to the public.

So long ago as 1860, in this court in the case of same company against Copeland, 24 Ill., 332, expressed a decided partiality for the rule in Muschamp's case, 7 Mees. and Wels., 421, so much relied on by the appellee, and in which case all the authorities, English and American, were fully examined, and we said though this point was not in the case we were inclined to yield to the force of the reasoning of the English courts, on principles of public convenience, if no other, and to hold, when a carrier receives goods to carry, marked to a particular place, he is *prima facie* bound to carry to and deliver at that place. By accepting the goods so marked, he impliedly agrees so to do, and he ought to be answerable for the loss.

Again, in the case of the same company against Johnson, 24 ib., 389, there was an express understanding to transport the goods to Wheeling, but the court referring to Copeland's case *supra*, considered that case as holding that a carrier who receives goods to carry marked to a particular place, was bound to carry to, and delivered at, that place—that it was an agreement implied from the mark or direction on the goods, and accepting them so marked, that the liability arose.

Now, on the point of public convenience, which consideration has great weight with us in determining which rule should be adopted, it seems to us that consignors of the productions of our country or other property, by railroad, should not be required, in case of loss or damage, to look for remuneration to any other party than the one to which they delivered their goods. It would be a great hardship, indeed, to compel the consignor of a few barrels of flour, delivered to a railroad in this State, marked to New York City, and which are lost in the transit, to go to New York, or to the intermediate lines of road, and spend days and weeks, perhaps, in indeavors to find out, on what particular road the loss happened, and having ascertained it, in the event of a refusal to adjust the loss, to bring a suit in the court of New York for his damages. Far more just would it be to hold the company who received the goods in the first instance, as the responsible party, and the intermediate roads its agents to carry and deliver, and it is the most reasonable and just, for all railroads have facilities not possessed by a consignor, of tracing losses of property conveyed by them, and all have, or can have, running connections with each other. Above all, when it is considered the receiving company can at the outset, relieve itself from the common law liability, by a special definite agreement, such a rule cannot prejudice them. This rule being known, all parties can readily accommodate their business to it, and no inconvenience can result to any one from its operation.

In the case of the Illinois Central R. R. Co. *v.* Morrison, 19 Ill., 136, there was a formal stipulation under hand and seal, by which the consignor, for a valuable consideration, agreed to release the company from their common law liability as carriers.

In Adams Express Co. *v.* Haynes, 42 ib., 89, it was said, if a shipper takes a receipt for his goods from the company, with a full knowledge of its terms and conditions, intending to assent to the restrictions contained in it, then it becomes his contract as fully as if he had signed it.

By such a contract the rights and duties of the parties to it must be governed, and if the liquidations go to limit the common law liability, and they plainly appear in the instrument, and are not covertly inserted in it and are understood by the consignor, then it must be enforced as any other contract of parties made in good faith.

Testing this case by these considerations, the receipt or bill of lading executed by appellants and accepted by the consignors reciting, as it does, that the goods in question were consigned to Pana, and charges paid to that point, and that appellants should not be liable for loss or damage save on their own road, amounts to a special contract, relieving the company from their common law duty.

It is a question for the jury to determine, whether the terms of the receipt were understood by the consignors and assented to by them. If they were they are bound by them.

The fact that the charges were guaranteed from

Pana, was not for the benefit of appellants but for the benefit of the connecting road whose usuage was to decline the receipt of perishable articles, as these were, unless the charges were guaranteed.

We think justice would be promoted by sending this case back for trial, in the light of the views here presented, and of the rule we think necessary to be established for the government of all such transactions, and for that purpose reverse the judgment and remand the case.

Judgment reversed.

Virginia Railroads.

A letter to the Baltimore *Sun*, dated Richmond, July 13, 1873, says:

The fear that by the building of the railroad from Baltimore down the Virginia valley a great portion of the trade of the West, to come over the Chesapeake and Ohio Railroad, will be diverted from Richmond to Baltimore, is moving our people to take steps for the construction of a "straight shoot" from this city to Lynchburg, and from Lynchburg to Clifton Forge. At this latter point the road would intersect the Chesapeake and Ohio road, and bring us much nearer than we now are to the great West. On the 7th of August a convention to promote this scheme will be held in Richmond. The road from Richmond to Lynchburg will cost, they say, about $8,000,000, and Richmond, Lynchburg and all the counties along the line are reported to be willing to subscribe sums sufficient to build and equip it. The Chesapeake and Ohio, and the Atlantic, Mississippi and Ohio Railroad Companies, have promised to lend their aid for the construction of the branch from Lynchburg to Clifton Forge.

In a few weeks the Richmond and Atlanta Airline Railroad will be completed, and a large and rich section of country opened to the enterprise of Richmond and Baltimore merchants. I say to Baltimore as well as to Richmond merchants, because the new owners of the Richmond and York River Company are about to put five steamers on the route from West Point to Baltimore, and with this connection your merchants may send and receive goods with convenience and cheapness, to and from the very heart of the cotton country.

Milwaukee and Nashua Railway.

The articles of incorporation of the above named company are advertised in the St. Paul *Dispatch* of the 11th inst., and state that the incorporators—consisting of E. P. Greeley, Andy Felt, S. L. Eastman, Wm. B. Perrin, and C. A. Greeley, have associated themselves and become incorporated for the purpose of constructing a railway from some point on the boundary line between the States of Iowa and Minnesota, and within the county of Fillmore, in said state of Minnesota, thence in a northeasterly direction to some point on the Mississippi river in the county of Houston or Winona in said State of Minnesota. The principal place of business of the company is Nashua, Chickasaw county, Iowa, where all of the incorporators reside. Capital stock, $2,500,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 12, at 854,959 tons, and for the coal year 9,651,261 tons, against 9,515,007 tons to corresponding time last year, being an increase of 136,254 tons. The bituminous tonnage for the week is 47,449 tons, and for the year 1,224,851 tons, giving a total of all kinds for the week of 404,408 tons, and for the year of 10,876,112 tons, against 10,573,864 to same time last year, being an increase of 302,248 tons.

☞ The earnings of the Erie Railway Company for the week ending July 7, 1873, were $344,516, against $337,535 for the corresponding week of the previous year—an increase of $6,981.

NOTICE TO CONTRACTORS.
ENGINEER'S OFFICE BALTIMORE AND AND OHIO RAILROAD.

CAMDEN STATION, Baltimore, July 14, 1873.

PROPOSALS will be received at this office until the 1st of August for the following work on the Ohio and Baltimore Short Line Railway, in Washington county, Pennsylvania:

1st. Section 2, Brady's Tunnel, near Washington, Pennsylvania.

The bid per cubic yard of tunnel excavation, to include timbering and all other expenses incident to the work.

The bid for arching to be for, all stone or all brick, or walls of stone and arch of brick, and to include every expense, except cement. Outside work bid for separately.

2d. Section 16, from station 336 to 386, 130,000 cubic yards embankment, 7,000 cubic yards bridge masonry.

3d. Section 23, west of, and next to the Monongahela river, 200,000 cubic yards excavation, and 25,000 cubic yards stone, quarried and cut (to dimensions to be furnished,) and delivered on the company's barges on the Monongahela river, at points to be agreed upon, which should be named in the bid.

The profile can be seen at Section 2, at the office of J. A. Boyd.

Payments monthly in cash, with reservation of twenty per cent. until completion of work.

The company reserves the right to reject any or all bids.

JAMES L. RANDOLPH,
Chief Engineer B. & O. R. R.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22,000.
Two Large Dumping Scows, $3,500 Each.
Apply to

A. W. LADD,
5 and 7 Dey Street.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD
85tf 5 and 7 DEY STREET NEW YORK.

VOSE, DINSMORE & CO.,
National Spring Works,
MANUFACTURERS OF
VOLUTE
RUBBER CENTER SPIRAL,
Compound Spiral,
INDIA RUBBER,
DINSMORE NEST SPIRAL,
AND OTHER
Railway Car Springs;
ALSO IMPORTERS OF AND DEALERS IN
General Railway Spplies,
No. 32 WARREN, cor. of Church Street,
NEW YORK.
52 Fifth Avenue, Chicago.
720 North Second Street, St. Louis.

HARRISBURG FOUNDRY
—AND—
Machine Works,
(Branch of Harrisburg Car Manufacturing Co.)
HARRISBURG, PENN.,
MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.
W. T. HILPRUP, Treasurer.

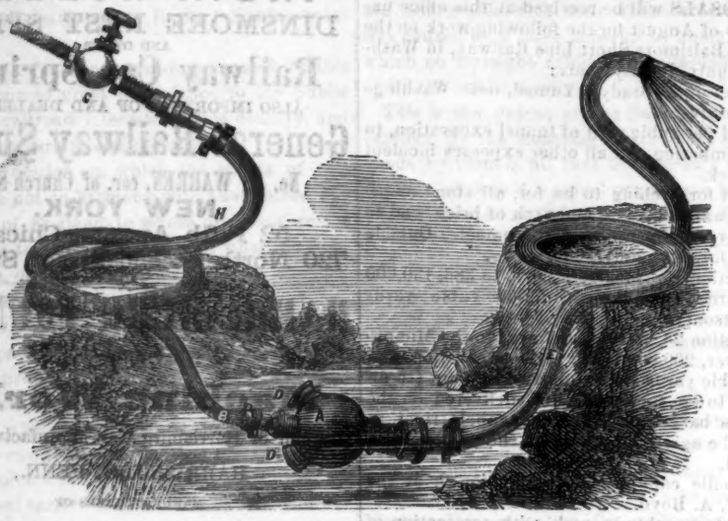
HEYERDAHL, SCHÖNBERG & CO.
31 Pine Street,
NEW-YORK.
10 Cornhill, E. C.
LONDON.
STEEL AND IRON RAILS.
Sole Agents in the United States for
SAMUEL FOX & CO.'S
Bessemer Steel Rails.
RAILROAD SECURITIES NEGOTIATED

RAILROAD IRON.
1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHIEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by
WM. H. PETIT,
72 Wall-st., New York.

RAILROAD IRON.
2,000 tons best Welsh make 56 lbs.
2,000 " Extra quality 56 lbs.
For sale by
DANA & CO.,
18 William street.

LANSDELL'S

Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

LENG & OGDEN,

IRON AND STEEL DEALERS & IMPORTERS,

No. 4 FLETCHER STREET, NEW YORK.

Sole Agents for Credenda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Weldless Steel Tubes.

A. W. LADD,

NO. 5 DEY STREET, NEW YORK,

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

MAKERS OF

ROLLED IRON BEAMS,

CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,

THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

PACIFIC MAIL Steamship Company's

LINE TO

California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 5, 1873—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——— leaving Panama for San Francisco, and calling at San Diego, Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 10th and 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The splendid steamship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Aug. 16, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

MATHEMATICAL & ENGINEERING

Instrument Manufacturers,

AT THEIR OLD LOCATION

42 NORTH SEVENTH STREET,

PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

NICKEL

AND

SILVER PLAITING,

Bronzing and Coppering

IN ALL STYLES BY

A. W. LADD,

5 Dey St., Room 7, N. Y.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

FOG SIGNALS,

OR

ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

Commerce of New York.

The foreign imports at New York for the month of June, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$9,769,316	$10,797,542
Do. for warehousing....	17,913,638	10,936,539
Free goods.....	2,926,874	6,463,404
Specie and bullion.....	43,724	950,051
Total entered at port...	$30,653,552	$29,147,536
Withdrawn fr. wareh'use	7,584,971	8,972,554

The foreign imports at New York for six months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$108,754,644	$94,888,863
Do. for warehousing...	106,288,001	71,973,195
Free goods.....	16,960,413	41,394,219
Specie and bullion.....	777,578	2,791,705
Total entered at port...	$232,780,636	$221,047,982
Withdrawn fr. wareh'se.	64,053,290	63,842,246

The foreign imports at New York for the fiscal year ending June 30, were:

	1872.	1873.
Entered for consump..	$212,397,830	$183,093,637
Entered for warehous'g.	171,011,048	137,809,334
Free goods	30,015,900	91,862,826
Specie and bullion.....	2,384,134	7,608,335
Total entered at port..	$415,808,912	$420,374,032
Withdrawn from warehouse	126,516,331	153,872,861

The following is a description of imports for the year ending June 30:

	1872.	1873.
Dry goods	$139,903,902	$125,086,690
General merchandise..	273,520,876	287,679,007
Specie and bullion....	2,384,134	7,608,335
Total imports	$415,808,912	$420.374,032

Revenue from customs at New York:

	1872.	1873.
In June.....	$6,943,232 70	$7,533 957 98
Add 5 months.....	66,879,477 06	54,447,558 67
Six months.....	$73,822,709 76	$61,981,516 65
Fiscal year.....	147,900,891 51	126,374,609 58

The exports from New York to foreign ports in the month of June, were:

	1872.	1873.
Domestic produce.....	$19,048,152	$23,225,558
Foreign free goods.....	97,264	106,465
Do. dutiable.....	946,144	1,111,303
Specie and bullion.....	12,538,202	6,655,996
Total exports	$32,629,762	$31,099,322
Do. exclusive of specie.	20,091,560	24,443,326

The exports from New York to foreign ports for six months from January 1, were:

	1872.	1873.
Domestic produce.....	$100,442,808	$133,403,183
Foreign free goods....	679,087	1,256,069
Do. dutiable	5,337,088	4,828,629
Specie and bullion.....	37,114,899	27,819,284
Total exports.....	$143,573,382	$167,307,165
Do. exclusive of specie..	106,458,483	139,487,881

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1872.	1873.
Domestic produce.....	$215,729,972	$258,436,562
Foreign free goods....	1,279,250	2,174,992
Do. dutiable	9,053,551	9,277,141
Specie and bullion....	59,425,823	62,663,427
Total exports	$285,488,596	$332,552,122
Do. exclusive of specie.	226,062,773	269,888,695

☞ The extension of the Old Colony Railroad to Provincetown was formally celebrated on the 22d inst.

ALBERT C. McNAIRY, President. HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]

THE

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway

BRIDGES,

ROOFS,

Turn Tables, Transfer Tables,

OF IRON AND WOOD.

Railroad Passenger & Freight Cars,

Street Railroad Cars.

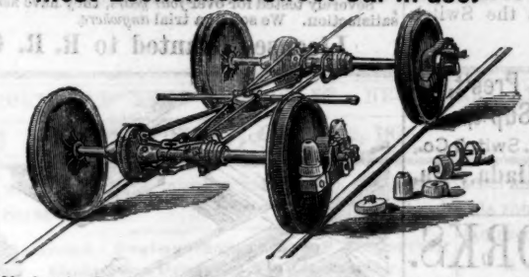
Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank and St. Clair Str.

Works: On Wason, Hamilton and Lake Sts.

CLEVELAND, OHIO.

The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

HARVEY T. CLAFLEN, Sup't. JOHN COON, Sec'y. SIMEON SHELDON, Engineer.

Brooks Locomotive Works,

DUNKIRK, N. Y.

Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas. H. G. BROOKS, Pres't & Sup't.

Safe Car Lamp.

MINERAL SPERM OIL.

Williams, Page & Co.,

BOSTON,

Manufacturers of their well-known Car Lamps, and of superior Car Candle Lamps, are making;

Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many other roads East and West, and by many of the Pullman Palace Cars, in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.

$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate. Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

THE

TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED, Agent and Treasurer.

P. I. PERRIN, Sup't.

THE WHARTON

Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
28 South 3d St., Philada., Pa.
O. BOX, 2353, Phila.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

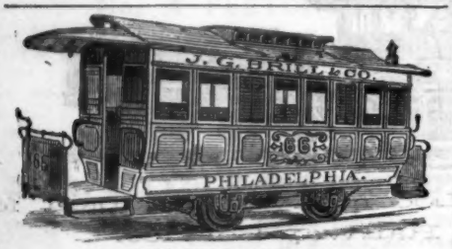
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



MANUFACTURERS OF

Street and Narrow Gauge Cars.

CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,
PHILADELPHIA, PA.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

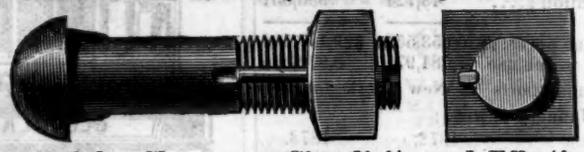
WM. COURTENAY, President. CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



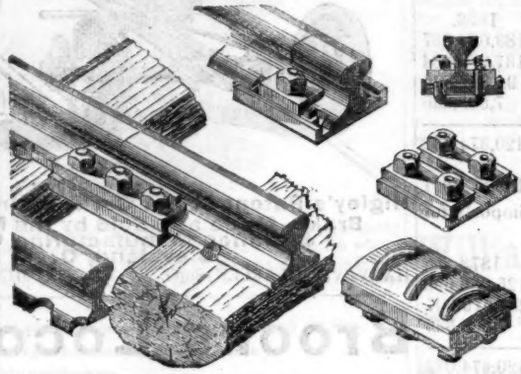
IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.



FISHER'S PATENT Wrought Iron RAIL JOINTS,

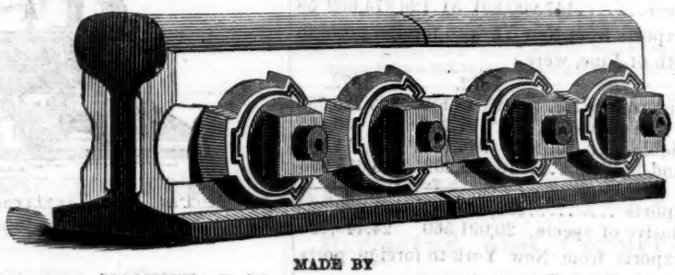
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.